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BUT NEVER RETRENCH where your eyes are concerned.
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LIMITED.

TIME-TABLE.

Week Days

7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 5.00 „ „ 15 „
5.00 „ „ 8.10 „ „ 10 „

Night Cars
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11.45 p.m.

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Extra Car—12 midnight.

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8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
6.30 „ „ 8.10 „ „ 10 „

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14 Local	No. 18 Local	No. 5 Through Express	No. 7 Local	No. 9 Through Slow	No. 11 Local	No. 13 Through Express	No. 15 Mixed 3rd Class Passenger & Goods	No. 17 Local	No. 21 Local	No. 23 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.			8.00		8.45		2.30				
SHEK LUNG .. .. arr.			9.11		11.30		4.45				
dep.			9.18		11.45		4.50				
Shum Chun .. .. arr.			11.07		2.30		6.40				
dep.	Sundays only		11.13	8.07	4.30	11.30	6.45	1st to 15th Sept. 1.55 / From 16th Sept. to 15th April 2.01 / From 16th April to 15th Sept. 2.08	3.00	5.06	6.11
Shumchun .. .. dep.		7.34	11.30	8.13	4.37	11.46	—		3.06	5.10	6.17
Fanling .. .. dep.		7.52	—	8.18	4.42	11.52	—		3.10	5.14	6.21
Taipo Market .. dep.		7.43	—	8.29	4.56	12.03	—		3.21	5.25	6.33
Taipo .. .. dep.		7.40	—	8.34	5.00	12.06	—		3.25	5.41	6.48
Shatin .. .. dep.		8.01	—	8.47	5.14	12.22	—		3.40	5.53	7.03
Yaumati .. .. dep.	7.27	8.14	—	9.01	5.33	12.41	—		3.58	6.09	7.26
Hunghom .. .. dep.	7.31	8.20	—	9.07	5.39	12.47	—		4.04	6.15	7.32
KOWLOON .. .. arr.	7.36	8.25	11.55	9.10	5.41	12.54	7.25		4.08	6.22	7.38

UP TRAINS

Stations	No. 4 Local	No. 4a Local	No. 6 Through Express	No. 6a Local Express	No. 8 Through Slow	No. 10 Mixed 3rd Class Passenger & Goods	No. 12 Local	No. 14 Joint Local	No. 16 Local	No. 18 Through Express	No. 20 Local	No. 22 Local	No. 24 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves .. H.K.	6.25	6.55	7.55	8.25	8.55	9.15	10.15	11.55	1.05	1st to 15th April 1.55 / From 16th April to 15th Sept. 2.15 / From 16th Sept. to 30th Sept. 2.45	4.25	5.15	6.05
KOWLOON dep.	6.43	7.10	8.07	8.35	9.15	9.40	10.32	12.00	1.18	2.18 / 2.00	4.42	5.32	6.22
Hunghom .. dep.	6.47	—	—	—	—	—	10.37	12.04	1.22	—	4.46	—	6.26
Yaumati .. dep.	6.54	7.16	—	—	9.25	—	10.43	12.11	1.28	—	5.02	5.51	6.33
Shatin .. dep.	7.06	—	—	—	9.39	—	10.50	12.24	1.40	—	5.14	—	6.47
Taipo .. dep.	7.19	—	—	9.01	9.52	—	11.06	12.37	1.53	—	5.27	—	7.01
Taipo Market dep.	7.23	—	—	—	10.00	—	11.09	12.41	1.57	—	5.31	—	7.05
Fanling .. dep.	7.34	—	—	—	10.12	—	11.19	12.51	2.07	—	5.41	—	7.15
Shumchun dep.	7.38	—	—	9.13	10.16	—	11.23	12.59	2.11	—	5.45	—	7.19
Shum Chun arr.	7.43	—	8.39	9.17	10.21	—	11.28	1.03	2.16	2.57 / From 16th Sept. to 30th Sept. 3.05	5.50	Also Sundays & Public Holidays Excepted.	7.24
dep.	—	—	8.45	—	11.00	—	—	1.09	—	3.15 / From 1st Oct. to 15th April 4.15	—		—
SHEK LUNG arr.	—	—	10.47	—	2.23	—	—	4.31	—	5.38 / From 16th April to 15th Sept. 6.30	—		—
dep.	—	—	10.55	—	2.33	—	—	—	—	5.45 / From 16th Sept. to 30th Sept. 6.00	—		—
CANTON arr. (Tai Sha Tau)	—	—	12.10	—	3.56	—	—	—	—	6.45	—		—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.
† Will stop as above except on Sundays and Public Holidays.

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	8.50	12.00	2.20	6.00	Shatinkok...dep.	7.05	10.20	1.05	5.00
Shatinkok ...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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Water on Blocks at Spring Tide ...	28 „	24 „	34 „

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PARLIAMENT OPENED.

IMPOSING STATE PAGEANT.

The King and Queen, accompanied by the officers of the household, drove in State to Westminster on February 15th to open the third session of the second Parliament of their reign. The Royal procession, which reverted once more to the spectacular ceremonial of former days, was acclaimed throughout its passage from Buckingham Palace to St. Stephen's Yard by many thousands of people. During the morning they had taken up positions at every point of vantage along the route, drawn, in the main, by a desire to demonstrate their loyal sympathy and support in the performance by the King of one of the most important State functions of the year.

In point of splendour and impressiveness the procession recaptured its former hold upon the popular imagination. We had once more the appeal of stately movement, of colour, and of the picturesque. There were the Guardsmen of old, with their scarlet tunics, their white and gold facings, in all the immaculate purity of a "new issue," and, withal, a notable addition to their proud display in the shape of rows of medals and ribbons, telling of great deeds upon the battlefield. There appeared once more the old State coach, in all its gilded magnificence, its gorgeous external carvings flashing beneath the rays of the sun. Not since February, 1914, had it performed its traditional function. The uncompromising utilitarianism of the war period had seen its temporary eclipse, but with the glinting cuirass and waving plumes supplanting the severe Service khaki of the Royal bodyguard of those years, it was a veritable necessity to the complete picture.

In the return to the pageantry of established usage before the war there could scarcely have been lacking a sense of all that that ceremonial has stood for through succeeding ages. The public progress of the King to give his message to Parliament summarises worthily the relationship of the Sovereign to his people and their chosen representatives. The Monarchy and representative institutions have grown up side by side in this country from a remote era. Changes and adjustments imposed from time to time, by negotiation or by violence, there have been; but Britons, most blessed of all peoples, have never been without their councils in one form or another. From the fourteenth century onwards has it been the custom for the King to address himself to his people in quest of counsel or an expression of their will. The symbolism was a reminder, after these past years of tense, dramatic upheaval, of the deep-rooted and age-long sanction upon which the Constitution rests.

A BLAZE OF COLOUR.

The forecourt of Buckingham Palace presented a dazzling picture as the procession drew in from the Royal Mews. Khaki had early been banished from the scene when the Guard was changed and the new sentries took their posts in bearskins and scarlet. In the quadrangle and the forecourt the Guards of Honour made a blaze of colour. Postillions, coachmen, and outriders were resplendent in full State uniforms, matching the six State equipages which were to take part in the procession. At the gates the entrance was flanked by Royal Horse Guards and Life Guards, while a detachment of Royal Horse Guards was drawn up facing the Palace beneath the Victoria memorial. The King and Queen took their places in the Royal coach just before 11.25, and the procession shortly afterwards moved off. The King wore the frock uniform of a General Officer, while the Queen was enveloped in a wonderful cloak of ermine. Her Majesty wore a small diamond crown, and her ornaments included the famous Cullinan diamond. Passing out into the Mall, the King and Queen, who could be clearly discerned through the glass sides of the State coach, were the recipients of an ovation from great masses of people collected outside the walls of the Palace. Conspicuous in their ranks were the bright scarlet cloaks of the pupils of the Guards' Home School, who, as usual, were given a favourable position from which to view the procession.

A Sovereign's escort of Household Cavalry was in the van of the procession. The Yeomen of his Majesty's Bodyguard were once again in their old place of honour, walking in attendance behind the State coach, while three of the King's Equerries rode on horseback in immediate attendance. The vista of the Mall, with its trees already in bud and its broad expanses kept by lines of scarlet Guardsmen, made an impressive setting for the King's progress. From the dense crowds in the Horse Guards Parade and in Whitehall itself their Majesties had a uniformly demonstrative reception, to which they had repeatedly to bow acknowledgment. The windows of the Government offices were draped with crimson, and each had its quota of cheering people. The Cenotaph, with its sacred associations, imposed an air of solemnity upon the proceedings as Parliament-street was reached; but in Parliament-square itself all was brightness and colour again. Here were congregated many thousands of people, who doffed their hats when the Royal coach swung lightly into view behind the eight black horses, and the bands played the National Anthem. As their Majesties entered the House of Lords the Royal Standard was broken from the Victoria Tower.

The crowds who waited along the route of the procession had a good deal to reward them in the nature of unaccustomed spectacle. The arrival of the foreign diplomats was interesting, because some of them, too, had had recourse to their State equipages, notably the Ambassadors of Japan, Spain, Italy, and France. The German Ambassador, on the other hand, proceeded to Westminster by motor-car.

IN THE HOUSE OF LORDS.

The House of Lords, with its mellow, dark walls, with the soft radiance of the windows on which our ninety-six Kings and Queens are formally portrayed, a solemn company, with the glow of red benches in the midst, makes an admirable setting for magnificence. The building may be, as time counts in our country, of yesterday, but it is in the tradition of British state. The assembly which gathers there to hear the King's Speech links the present with the past in the symbolism of scarlet robes and ermine, in the mingling of names long famous with those whose achievement is of yesterday and to-day. The order of the King's procession, the heralds in their tabards, the great officers of ancient dignity, the historic emblems, the Sword of State, and Cap of Maintenance, recall the long development of the realm, its trials and its triumphs, and the bonds of inheritance and loyalty which link our Empire with the little nation which a thousand years ago built the first Palace of Westminster for the King of one part of a small island. There, in King's George's crown, beside the sapphire which Edward the Confessor wore, beside the ruby under whose glow Henry V. fought at Agincourt, shines with the great jewel of India, the Kohinoor, one of the stars of the African diamond which was only dug out of the earth yesterday to be the gift of the Dominion to the King of a world-wide Empire. The many-hued brilliance of that diadem lights the story of the long achievement of the British people.

Among the dresses of the peeresses, though the occasion does not invite striking display, blue and green and gold shone against quieter tones. But it is inevitable that the robes of the peers should dominate the scene. Nothing can contend with masses of scarlet. When the greater part of the Chamber is occupied therewith, the ladies' dresses, and even their diamonds, are but embroidery upon the magnificence. But some variety the scene had, in the solemn black and gold vestments of the law, in the prelates' lawn, in the diplomatic uniforms and orders. Most English as the ceremony is, it is something much more than English. The envoys of foreign Powers gather, on one side the throne; there over against them you see a strange significant illustration of the meaning of the Empire in the new world which is taking form. Beside the High Commissioner of New Zealand sits a man whose dark, bearded face is draped in white, the Emir Feisal.

THEIR MAJESTIES' ARRIVAL.

Long before the hour of the King's coming the red benches are crowded and the murmur of talk fills the chamber. The Duke of York comes and takes his seat with the other peers of the realm. A little later, talk is suddenly hushed, and all are standing as the Prince of Wales passes to his chair on the right of the throne. The lights die down—it is the familiar ritual—and the chamber on the grey day is so dark that faces at a distance can hardly be made out. Again the murmur of talk rises, to be hushed once more as the splendours of pursuivants are seen beyond the glass doors and standing peers and peeresses await the King. Slowly the resplendent figures enter and cross the floor of the House, bowing to the throne as they pass. The candelabra become slowly brighter and brighter still until as the King and Queen are come they shine with their full light and every colour, every jewel blazes out. The King and Queen ascend the steps of the throne, and on one side stands the Marquis of Londonderry, bearing the Cap of Maintenance, on the other the Earl of Crawford holding the Sword of State. There, too, on the right, robed in black and gold, stand the Lord Chancellor and the tall figure of Mr. Balfour, still unfamiliar in this setting, though last year also he was Lord President of the Council.

At the King's bidding peers and peeresses are seated, and await the coming of his Majesty's faithful Commons. Then the Speaker is seen at the bar with the Prime Minister and Mr. Bonar Law close behind. Taking a copy of his speech from the Lord Chancellor, the King begins to read. In its last sentences the speech told of proposals being formulated and soon to be submitted to Parliament for the reform of the Second Chamber. It may be then that we have seen one of the last of the old ceremonies of the opening of a session of Parliament. Before many years are gone it may be a different assembly which gathers in the House of Lords to await the coming of the King. But whatever time may bring, it cannot break the age-old tradition of ordered development which has always inspired our national life.—*Daily Telegraph.*

GREEK HONOURS DECLINED.

The refusal of the British Government to allow Vice-Admiral Kelly to accept the honour offered him by King Constantine continues to excite comment in Greek political circles. There was a persistent rumour that, as a result of this action by the British Government, the Rhallis Cabinet would resign, but, after holding two meetings, Ministers have decided to continue in office. The decision of the Greek Government to confer the Grand Cross of the Order of the Redeemer on Vice-Admiral Kelly and General Gramat (head of the French Military Mission) was arrived at some three months ago, in recognition of the valuable services these two officers had rendered to Greece. The presentation was delayed by the illness and death of King Alexander. When the new Government assumed office it was thought that it might be regarded as invidious if the honours were withheld, and the French and British Ministers were approached by M. Rhallis, who suggested that the offer should be interpreted as an act of good will towards the Allied Powers. The reply that, as neither Great Britain nor France had entered into official relations with the Government of King Constantine, permission could not be given to their naval and military representatives to accept the proffered honours, was not altogether unexpected. It has, however, accentuated an already delicate political situation.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes P., Q., AD., AP., AW., BF., BO., BR., BV.,

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FIVE-ROOMED BUNGALOW, Peak District. Tennis Court, Kitchen Garden. Early possession.
Apply to—
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62,570 SQUARE FEET OF LAND at Broadwood Road, Wongneichung, with 7-Roomed House and Servants' Quarters, Kitchen, Garden, Tennis Court and Lawn. For particulars apply to—
GEO. K. HALL BRUTTON & Co.,
37, Queen's Road Central.
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TENDERS INVITED.

PROPOSALS FOR COAL. Office Department Quartermaster, Philippine Department, Manila, P.I. Sealed proposals will be received here until 11 A.M., MAY 18TH, 1921, and then opened for furnishing coal for Manila, P.I.; Manila, Nagasaki, Miike, Japan, or other ports convenient to trade routes between Manila, P.I., Honolulu, Hawaiian Territory and San Francisco, Cal. Further information on application.
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VALUABLE HOUSEHOLD FURNITURE.

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A Welcome Visitor at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., *dies* once it has come into proper contact with

KEATING'S

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THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of $1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA COLOMBO AND STRAITS.

THE Steamship
"CARNARVONSHIRE"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 25th March, 1921, at 5 P.M., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 25th March, 1921, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, March 18th, 1921. [647

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"NAMSANG"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by Mar. 23rd, will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, March 17th, 1921. [657

NOTICE TO CONSIGNEES.

The Steamship "EGREMONT CASTLE"
From NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded; unless notice to the contrary be given before 19th March.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Mar., will be subject to rent.
All claims against the steamer must be presented to the Undersigned on or before the 4th Apr., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Mar., at 10 A.M. by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, March 21st, 1921 667

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"ELPENOR"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd Mar.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th March will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 11th April, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 21st, 1921. 672

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

FROM SCANDINAVIA.

THE Motorship
"INDIEN"
having arrived from the above ports on March 20th, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by Mar. 28th, 1921, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on Mar. 24th, at 10 A.M.
Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatsoever.
Bills of Lading will be countersigned by
MESSRS. THORESEN & CO.,
Agents.
Hongkong, March 21st, 1921. [673

"HONG MOH" DISASTER.

MARINE COURT OF ENQUIRY PROCEEDINGS.

EVIDENCE OF THE OFFICERS.

The circumstances attending the loss of the Singapore steamer *Hong Moh* were investigated yesterday by a court of enquiry comprised of the following:—Lieut. Commdr. Conway Hake, R.N.R., (President), Lieut. Commdr. S. Robinson, R.N. (H.M. Dockyard), and Messrs. W. Davison, (C.P.O.S.), J. McAnish, (master s.s. *Fuensang*) and E. Walker (master s.s. *Haiyang*).

After the President had read the formal request made by the chief officer for an enquiry and the Governor's warrant for the same to be held,

Mr. F. C. Jenkin, instructed by Messrs. Wilkinson & Grist, said that he represented the owners of the *Hong Moh* and incidentally the officers of that ship. As the enquiry might be an extended one he would not do anything to lengthen the proceedings. He recognised that it was a shipping enquiry by shipping experts. He trusted, however, that they would welcome and appreciate the assistance it was possible to give by a lawyer with experience in sifting evidence. His duty, appearing for the owners, was of course to adduce any evidence favourable to them and also any evidence that would help the Court to arrive at a decision. Incidentally, also, it was his duty to stand between the owners and officers of the ship in the event of any charge being made against them.

CHIEF OFFICER'S EVIDENCE.

Edwin Page Smith, the first mate, in the witness box said: We left Hongkong on the afternoon of the 2nd bound for Swatow; about 22ft. 6ins draught. Before leaving we wired to Swatow for a pilot because we did not expect the ship would be able to get over the bar owing to lack of water. We arrived off Swatow bar at high water somewhere about 9.30 or 10 the next morning. There was no pilot and it was past high water so we decided to proceed to Amoy, which we did. Between 12.30 and 1 p.m. the Swatow passengers requested us to go back to Swatow, which we did and anchored off Bill Island. We signalled for a pilot. The pilot came off and said the ship was too deep to go over the bar, so we decided to go to Amoy. We hove up and proceeded on our way. After I had lashed the anchors on the forecastle I went on the bridge and reported to the Captain and he took over charge of the watch and asked one of us to relieve him for dinner, which I agreed to do. I went on the bridge about 6.30 and the captain sent for his dinner and gave me his course by steering East to ½ South. He told me to look out for Lammocks light. At 6.45 I sighted Lammocks light east by the compass. I reported same to the Captain and he told me to keep on the same course. About 7 p.m. he relieved me and took charge of the watch. I remained on deck watching the passage as I was not well acquainted with it, intending to turn in about 7.30. My watch was from 12 to 4. As I went to look over the starboard side I saw breakers and called out "Hard a'starboard," which order was repeated by the Captain. Almost immediately she struck and stopped almost at once. I went down below to get signal rockets and with the second officer sent up detonators at short intervals. The ship finally settled down about half an hour afterwards where she was and for the present seemed safe to stay without breaking any more. This was about 2.30. We remained on the bridge standing by the passengers and crew all night. About 2.30 a.m., she broke in two, the fore part remaining on the rocks and the after part gradually "sinking." The amidship part with the funnel remained above water. During the night we assisted the passengers as much as possible, and gave them life belts and life buoys. In the morning we found the boat falls all cut. The boats were all there but difficult to get at. About 9 a.m., the steamer *Shansi* approached and put out boats which tried to approach the wreck. One man, the cook, I think, jumped from the wreck and swam to the life boat. The *Shansi* then recalled the boat as it was too rough to work the boats. We then signalled her and she answered that she would try to save life with rafts standing by to pick them up. Two rafts were on the bridge. The others were all aft. A raft was got into the water but was lost. The crew then tried to get out the boats and got several of them in the water, all of them eventually. One boat arrived safely, I think, alongside the *Shansi*. So did another but she was swamped alongside. Part of the crew was in the first boat, Chinese firemen without an officer in charge. The second boat was swamped and I could not say who was in it. The next boat was also swamped alongside the wreck. I could not say the time, but the other boats were got out one by one with crew and passengers on board. The second officer attempted to get into the second boat in order to go to and fro between the wreck and the *Shansi*, but could not get near it. The other boats were got out at different times in the day.

I think most of the people in them were lost. The *Shansi* then signalled that she would make an attempt to sheer a boat alongside with a line but it could not be managed. Then she signalled that she would stand by to pick up those who jumped and then go to Swatow to send out junks to assist the remainder. Several people decided to jump and the last raft was put into the water, but it got in between the two parts of the ship and only two managed to get to the *Shansi*, the second engineer and a Chinese. Nothing more was done that night. The *Shansi* said she would stand by us till the morning. We remained on deck all night. Towards morning the weather began to get worse. The forward part of the ship was listing more and sinking by the head and she was cracking and breaking underneath. The *Shansi* signalled that she would make a final effort to pick up swimmers when the tide turned about 2 p.m. She would hoist a flag to indicate the time. Chinese passengers were told that this was a chance to save their lives if they could swim, but if they could not swim it would be safer for them to remain on the wreck until assistance arrived, which the *Shansi* promised to send on arrival at Swatow. Those who decided to take the risk then took the water and swam. I was the last officer to leave the ship and was picked up by the *Shansi*. All the officers and engineers were picked up except the Captain, who died alongside the *Shansi*. A few Chinese who jumped with us were also picked up. The *Shansi* then proceeded to Swatow and arrangements were made at once to send assistance to those remaining on the wreck. The owner made arrangements and next morning the agents, I believe, sent out two launches and as many junks as possible. We arrived at Swatow somewhere about 6.45 p.m. on March 5th and reported to the British Consul in the morning who said he would wire Hongkong to send assistance. We then had to wait in Swatow pending the fixing of a place for the enquiry which it was decided should be held in Hongkong. I arrived in Hongkong by the steamer *Hydrangea* on the 12th and reported to you (the Harbour Master) but you were out. On Monday the 14th you told me to write to you to call an inquiry which I did.

The members of the Court then examined the charts of the ship's course.

The President: What was the state of the weather?—Rough.

Wind?—North-east to North.

Force?—Six. A strong wind.

Sea?—Rough.

Visibility?—Fair.

Weather?—Fine; cloudy.

What speed was the ship making on leaving Bill Island?—Nine and a half knots. It was accelerated later to about 11.

What time do you call "later"? While you were on the watch?—*No, sir. The* engineers put the speed on.

What time did the ship strike?—About 7.20.

Did you check the course on taking over from the Master?—Yes.

Was it magnetic or compass course?—Compass course.

Did you fix the position of the ship while you were on watch?—I saw the Lammocks light at 6.45. I could see we were getting close up. Of course I could not see the light until the dark set in. She was bearing east when I sighted it. At the time we were seven miles away.

I take it the only fixed mark you had was the Lammocks light bearing east by compass?—Yes. The distance was about seven miles.

Did any untoward incident occur on the passage on the part of the crew or the passengers?—Only our first return to Swatow after having been there once.

Why was the passengers request complied with?—When we left Singapore the tickets were sold for direct passages to Swatow. When we got to Hongkong, we found the draught too much so we decided to go to Amoy. The passengers made a fuss so we decided to try our best to get into Swatow. The passengers said they would kill the *Chin Chew* (the comprador) if we did not put back to Swatow. There was a row in the saloon and the captain went down to the cabin to pacify them and eventually it was decided to put back to Swatow. After that they were satisfied and when they found we could not get into Swatow they made no more trouble.

Lieut.-Commander Robinson: Can you tell me what assistance was sent from Swatow?—Two launches were sent the following morning, also as many junks as possible. I do not know how many.

When was that?—That was on the morning of March 6th.

Did any steamer come out from Swatow to the assistance of the wreck?—So far as I know only the launches went.

Do you know if the launches and junks actually arrived at the wreck?—Yes. Fifteen or twenty survivors were brought in by one of them. There may have been more. I could not be sure of the exact number.

How many steamers were there in Swatow when you arrived?—Seven. The launch, when it returned, reported that there were two warships at the scene of the wreck.

In answer to a question by Captain Davison the witness said:—When I came on the bridge the Captain told me he was going to pass between the Lammocks and White Rock.

Captain McAnish: Do you remember the time you left Bill Island the second time?—I could not be quite sure, but it was past five.

And you steered the same course?—I do not know what course we steered when I got on the bridge.

Mr. Jenkin: You made a statement before the consul in Swatow?—Yes.

I just want to touch upon one or two points mentioned in your evidence concerning the position of the officers and the ship on the afternoon of the fifth. I think one of the effects of your striking the rocks was that your Morse signalling apparatus was put out of action?—The dynamo went out within five minutes.

And you were unable to communicate with any ships at night?—Yes, except by detonator.

At the time of your leaving the ship I think all available rafts and boats had either been destroyed or had floated away?—Yes.

I think six steamers altogether had passed you?—About that number.

Two steamers moored close to you at 8 o'clock, shortly after grounding, and morsed to you but you were unable to reply to them and then they departed?—Yes.

On the Friday two more steamers passed and took no notice apparently of certain signals put up by the *Shansi*?—That is so.

The day you left the ship two further vessels passed and apparently took no notice of the wreck?—That is so.

As to the water and food on the wreck what was there?—Hardly any could be got. One of the firemen went down into the wreck and got some tinned meat and biscuits somewhere in the saloon. We did not get much to eat and had very little water.

What was the possibility of getting more at the time you left?—My opinion was that they would not be able to get any more.

You and your brother officers were in the water over two hours, were you not?—I was in the water about an hour.

What condition were you in when you reached the *Shansi*?—I was shaking. I was exhausted.

By Mr. Jenkin: The only other officer who was on duty at the time was the second engineer. The other officers were all off duty.

SECOND OFFICER'S EXPERIENCES.

Alfred George Corbin, second officer of the *Hong Moh*, said:

I was on the bridge with the master when we got away from Swatow bar, on March 3rd, at 5.48 p.m. The master told me to get a cross-bearing of three points off the Cape of Good Hope, Bill Island, and the middle part of Green Island. I placed this position on the chart, which gave us a departure. The master inspected the same and said: "The course will be South 85 East." He added: "I believe the error on that course is one east." We checked that and found that was so, and that course was set. I drew the course line on the chart as the master told me to do. It took us four miles to the south of the Boat Rocks. The master then relieved me from all duty and I left the bridge. I was in my bed at 7.30 p.m. when I felt a bump, and some grating and grinding. Fearing that something had happened I immediately went on to the bridge, found the master and first mate on the bridge and that we were stranded on the rocks, with the white and red light of the Lammocks showing on the port bow. The ship's head was N. 64 E. by the steering compass. That is all I know of the stranding: the rest is only rescue work. We commenced to send up signals of distress.

The Court expressed a desire to have a brief account of subsequent events from the witness. He continued:

We broke in halves about three a.m. on the 4th. I had observed during the night that all the passengers made a rush for the boats on the aft-part of the vessel and almost all the boatfalls were cut away. The people were crowded into the boats, sitting in them, and the boats were on the chocks. It was quite apparent it was impossible to control the people or attempt to launch the boats even had the weather been favourable. The only hope of rescue could come from outside, apart from the means we had on the ship.

The *Shansi* came in sight about 10 a.m., bound south. She approached the Lammocks lighthouse and signalled to him; then approached us and manœuvred. The *Shansi* semaphored, "I will try and send a boat: try not to rush it." A little while afterwards they put a life boat out. They tried to reach the wreck but found it impossible, picked up one man and, after a struggle, regained the ship.

The President: Can you go into more detail about the one man?

Witness: He was a Chinese. He jumped from the aft-part of the wreck. He was a very good swimmer. He made straight for the boat and reached it. The men in the boat saw him and they stopped rowing only sufficiently to grasp the man and haul him in. The officer in charge of the boat saw they were getting dangerously near the rocks,—with the sea that was going they were not making any way at all; they were drifting, in fact, on to the rocks. Both the officers themselves helped to man the oars, and got clear, and went to the leeward of the rocks, and their ship then picked them up again. After that the *Shansi* could make no further attempt.

We hung on another night, and felt the portion of the wreck we were on was breaking up. We observed the wreckage floating astern. In the forenoon that wreckage was setting on to the rocks. In the afternoon the wreckage drifted away from the rocks, so the master and myself, observing this, he said, "The only hope we will have to get away from this lot is to jump in and trust that she can pick us up when the current is favourable." I semaphored to the *Shansi* about mid-day on the 5th to this effect: "We will have to jump in any minute. Will you try and pick us up as we drift astern?" The *Shansi* signalled; "Do not make the attempt until about 2 p.m. when the tide has turned. We will then give you a flag signal." A little after two we had the signal. All the British and many of the Chinese jumped in with us. We were helped on board with lines. It was impossible for the *Shansi* to launch a boat. When I recovered, I found the *Shansi* was under way. I spoke to the master. He said "I have decided to get into Swatow as quick as possible and send out fishermen, which we think is the most suitable thing to get the remainder of the people off the wreck; also to inform the naval authorities and see if they can send assistance to the wreck." That is all I can state.

Captain Davison: Did the captain lay the course off himself?

Witness: No. That was a spare chart for the use of the officer of the watch. Afterwards the captain laid off his own chart in his cabin.

Is your memory quite clear as to the course you steered?—Yes, S. 8 5 E., error 1 East. The witness repeated his conversation with the captain which had impressed the facts on his memory.

The President: What was the state of the weather?—A very strong N.W. wind, on the port bow, somewhere about N.N.W.

The President: That would be N.E.

Witness: It was on the port bow.

The President: If you were running east on the port bow you could not get any west in it.

Witness: I should have said "North-East."

The President: Be careful, you are giving this on oath, you know.

The witness added that the sea was rough and the visibility was not good; he could see Namoa Island.

By Mr. Jenkin: The captain was the only officer on the bridge when witness left to go below.

Mr. Jenkin: It would have been impossible to pick up the Lammock Light, bearing east?

Witness: Yes, we were far too much southward to pick it up bearing east.

You signed a document called "A Protest" in connection with this casualty? Yes, as regards the weather.

Weather and sea, and generally as to course and picking up Lammocks Light.—Yes.

You read that before you signed it?—Yes, but I signed it with the stipulation that a portion I could not swear to because I was not present on the bridge.

In that protest to which you were party you agreed that this light when it was picked up was bearing east by the compass?—I was not on the bridge when it was picked up.

But you agree that that was in the statement?—Yes.

(Continued on page 4.)

THEATRE ROYAL.

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A Chinese Melodrama

IN 3 ACTS

IN AID OF THE

NORTH CHINA FAMINE RELIEF FUND

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Plans Open at MOUTRIE'S on March 26th, 1921.

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"HONG MOH" DISASTER.

(*Continued from page 3.*)

CHIEF ENGINEER QUESTIONED.

The next witness called was the Chief Engineer, William Arnott.

The President: Were the main engines and auxiliary machinery in good order up to the time of stranding?

The witness: The only statement I can make is that everything was all right. At 7.30 at night the ship struck the rocks.

What time did you get under weigh?—I don't remember exactly. The second engineer will tell you all about that.

Can you tell us what time you got under way, leaving Swatow?—I cannot remember.

Further questions framed with a view to eliciting the time the ship left Swatow met with such unsatisfactory and inconclusive answers from the witness, who appealed across the court to the second engineer for information, that the President dismissed him with a curt "That will do, thank you." The chief engineer had scarcely reached the end of the court room when a question to the second engineer, who was now in the witness box, drew from the former the following declaration:—"I will tell you all about it. The second engineer was on the watch at the time when it happened. I want to explain. I am just beginning to understand what things are about."

The President asked that the witness be removed.

Further talk was cut short by one of the persons present gently but firmly leading the chief engineer out of the court room. He left the room wearing the hat he had placed on his head on stepping down from the witness box, and murmuring "I don't feel well at all."

SECOND ENGINEER DESCRIBES MOVEMENTS.

Harold Velge, the second engineer, detailed the movements of the ship after leaving Hongkong. Outside Swatow, about 4.30 p.m., the Captain, he said, told him to get under weigh as soon as possible. They got under weigh at 4.35 p.m. About 5 p.m., the chief engineer came below and informed him the number of revolutions to go. At 6 p.m. he was relieved for dinner by the chief engineer but returned to the engine room about 6.20. About 6.35 the chief engineer came below and told him to increase the speed as the weather was getting rough. He carried out these instructions. About 7.20 he felt her strike. A few seconds later the telegraph rang "Stop." "I stopped the engines. The water was rising on to the starting platform. I ordered all the firemen on deck and then went on deck myself and reported to the chief engineer that the engine room was flooded. I stood by on the bridge all night. The next afternoon about 4 p.m. we received a message that the *Shansi* would pick up swimmers. I jumped over, swam to the *Shansi* and was picked up."

Captain Davison: You said you increased speed. What speed?—It was forty-seven revolutions. Speed was increased to 57 revolutions, from 9 knots to 10½.

When the speed was increased to 57 revolutions do you know whether that was reported to the bridge or not?—I cannot say. The message the chief engineer gave me was that he was increasing speed by the Captain's orders.

THE CAPTAIN'S ORDER.

The Court then adjourned until 2.15 p.m. On resumption.

B. A. H. Crewe, third engineer, gave evidence as to repairing the port light at a few minutes to 7 o'clock. He then saw two lights ahead, one white and one red. The white one was very bright and appeared to be above the red. He heard the Captain give the quarter master the order "10deg. South," about this time. About a quarter past seven he felt a bump, heavy grating, and the boat listed.

The President: Which way?—To the port side.

The witness continued that he remained on the bridge. Many people came to the bridge; there was "a regular crush," and rockets were being fired.

The President: Did you overhear any conversation between the Captain and the first mate?—I could not distinguish distinctly; they were talking.

Lieut.-Commdr. Robinson: Was there any wireless installation on the ship?—No.

Did you see any ships passing the wreck from the time she struck to the time you left?—The next morning, to my knowledge, one, between 9 and 10 o'clock, I should think.

Was she a steamer?—Yes.

What kind?—She had one black funnel and two masts.

How far off from you?—Close to the mainland on the port side.

How many miles away do you think?—I cannot say.

Could you distinguish anybody on the bridge?—No, it was too far.

Mr. Jenkin alluded to the witness's evidence as to seeing the red light at 6.45 p.m. He did not know what weight the Court was attaching to that evidence but he was prepared to cross-examine to elicit that the red light showed in a sector over the White Rocks, and it would not be possible to see it unless in the sector, i.e., S.W. of the White Rocks. If he were right on that he had no wish to ask any questions.

Francis Schiedigger, the fourth engineer, intimated that he spoke Malay.

Mr. Jenkin said that the second engineer could translate.

The Court accepted that witness as interpreter.

The evidence obtained was brief and to the effect that the witness was awakened in his bed by the force of the collision. He went on the bridge and remained there till daylight. He swam to the *Shansi* at 3.30 in the afternoon. "I have no further statement to make," concluded the witness. He was not further examined.

R. F. Chapkhanvala, the ship's doctor, was the next witness.

The President: How many people, all told, were in the *Hong Moh* when you left Hongkong?—I could not tell you exactly—eleven or twelve hundred, over a thousand.

PASSENGER'S ACCOUNT.

The President: Have you any passengers you wish called, Mr. Jenkin?

Mr. Jenkin: Yes. There is one passenger who is also one of the owners of the Company.

This witness, Lim Seow Kiew, of the Hong Ho Company, Singapore, gave an account of the voyage of the steamer. He said that as the ship was not able to cross the bar at Swatow, the Captain decided to go to Amoy. There were 230 Swatow passengers, and they went to the *Chin Chew* (compradore) and demanded that the ship should land them at Swatow. They were looking rather pugnacious and after some consultation between the *Chin Chew* and the Captain it was decided to return to Swatow and try to get the passengers landed, by junks or a steamer. The sea was very rough and no junk dared to come alongside. After that, the Swatow passengers were pacified and satisfied, and the ship steamed on again for Amoy. That was about 4.30 p.m. About 7.20, when he was in the saloon, he felt a shock, followed by two or three others, and realised that the vessel had run on some rocks. Some of the saloon passengers got out of order; there was panic. He tried to pacify them—

The President: The saloon passengers?—Yes. The witness continued: Soon after that, I went to the bridge, or rather to the captain's cabin on the bridge. About 2 a.m. we felt another great shock, which I afterwards found was caused by the breaking of the vessel into two. The next morning, the 4th, at about 9 a.m., the *Shansi* came to our rescue. The sea was still very rough. First of all, the *Shansi* tried to put out a boat, but it got into difficulties and was hauled back on board, after rescuing one passenger who swam to it. Then the *Shansi* stood by us all the night, and the next day she again attempted the rescue, but owing to the rough sea she was unable to do anything except stand by, behind us, and then we jumped into the sea, and they got us out.

The witness added that on reaching Swatow, after instructing the agents to send to the rescue early next morning, he went to sleep. Early the next morning the agents sent out junks and a small steamer to the wreck and rescued about 46 persons. The steamer was the *Nam Hoi*: it was bigger than an ordinary launch.

The President: Did the captain discuss with you the proposed route to Amoy?—Yes, with the *Chin Chew* and afterwards with me.

Did he discuss which way he would go to Amoy?—No.

Did the captain give you any reason relative to the ship's stranding?—No.

What arrangements did you make at Swatow and with whom, for the work of rescue?—Our agents at Swatow made these arrangements. I know that they sent out the steamer, with all possible assistance, and some junks.

You saw your agents on arrival?—Yes, I told them to send out all possible assistance to those still on the wreck and to spare no expense. Our agents in Swatow are Hock Cheang & Co.

The President read the following question to the witness:—At a.m. on the 7th, you were informed by your agents that they had sent one small launch. Did you make any effort to save many hundreds of lives still remaining on the *Hong Moh*?

The witness: That was the best we could do. Our agents went to the British Consul and asked him to wireless Hongkong for assistance.

The President: The answer to the question is you made no further effort.

The President again read the question to the witness, who, in a further reply, stated: Our agents said that was the best that could be done. Owing to the rough sea we could not get junks to go up.

The President: Have you anything further to say in answer to the question?

The witness: Our agents were informed at the time that British cruisers had been despatched to the scene.

Were there not ships in Swatow that might have been available for rescue work? Did you try to make use of any ship in the port?—I do not know. I asked our agents to spare no expense and that was the best they could do.

Mr. Jenkin: At the time you arrived in Swatow you had been, like the rest of the passengers, two days and two nights on the ship?—Two nights and one and a half days.

What was your condition physically on arrival at Swatow?—I only felt a bit weak. That is all.

Are the agents a Chinese firm?—Yes, but British subjects.

Who was the responsible person with whom you entrusted this rescue work?—The manager, Mr. Kee Van Soon.

Will you cable him to-night to come to Hongkong?—Yes.

At this stage the President announced that the Court would adjourn until to-day at 10.30 a.m.

ORATORIO AT ST. JOHN'S CATHEDRAL.

On Good Friday evening Harvey Gaul's short Oratorio "By Faith Alone" and selections from the "Elijah" will be given in St. John's Cathedral by a Chorus of nearly one hundred voice at 9.15. These yearly performances of Oratorio were instituted by Mr. Denman Fuller some fourteen years ago, and have been continued without a break ever since. The Soloists in the Gaul work will be Mr. G. H. Piercy, Mr. Howard Freeborn, and Mr. A. P. Glanville; those in the "Elijah" selections, Mrs. T. L. Perkins, Mrs. Goldsmith and Mr. Howard Freeborn, who will sing, respectively, "O rest in the Lord," "Woe to them," and "If with all your hearts." The double quartet "For He shall give" and the quartet "Cast thy burden" will be sung by Mrs. Bowen, Mrs. Kow, Mrs. Goldsmith, Mrs. Perkins, Mr. J. W. White, Mr. H. Freeborn, Mr. G. H. Piercy and Mr. W. J. Haggar; the quartet "Come everyone that thirsteth" by Mrs. Drew, Mrs. Goldsmith, Mr. H. G. Annias and Mr. G. H. Piercy. Mr. Denman Fuller will play the inspired "Good Friday Music" from Wagner's wonderful work "Parsifal." The collection will be in aid of the Cathedral Organ Fund, for which the sum of $700 is still needed. As the attendance on these occasions is always large seatholders are requested to be in their places not later than 9 a.m.

HIGHER NAVAL PENSIONS.

NEW RATE FOR SEAMEN AND MARINES.

An Order in Council published last month amends the conditions governing the grant of pensions and gratuities to petty officers, non-commissioned officers, and men of the Royal Navy and Royal Marines, the scales of which are increased.

The basic rate of pension for seamen on completion of 22 years' pensionable service is increased from 10d. to 11d. per day as from October 1st, 1917, and the limitation of maximum rate for service, badges, medal, and character to 1s. 2d. per day is removed.

As from April 1st, 1919, seamen and marines are to be pensioned on the same scale. The basic rate of a long service pension will 1½d. a day for each complete year of service, the allowance for good conduct badges will be increased to 1d. per day for each, up to three, and the addition for a good conduct medal will be 2d. a day instead of 1d. The Greenwich Hospital Funds may be supplemented from Naval funds for this purpose.

Approval is given in an Order in Council published recently for the payment of an allowance of 1s. a day to naval officers below the relative rank of commander of branches other than the executive, when employed in War Staff appointments for which a specialist War Staff officer is allowed in the complement but not borne.

By another Order in Council Royal Marine officers are placed on the same footing for purpose of full pay sick leave as officers of the Royal Navy.

COTTON FOR CZECHO-SLOVAKIA.

Mr. Oppenheimer, president of the Shropshire Syndicate, Ltd., and Rawnsley Syndicate, has formed two British concerns for exporting cotton to Czecho-Slovakia for refining and re-exporting yarns and ready-made goods to England and the Colonies. Twenty of the largest of Czecho-Slovakia's factories have joined in. Liverpool bankers and cotton merchants have advanced £1,000,000. The concerns hope to beat Lancashire prices. Czecho-Slovakia's textile works have 330,000 spindles.

The Exchange Telegraph Company was informed on making inquiries in the City that the Shropshire Syndicate had arranged with bankers in the Midlands and Liverpool cotton brokers for an advance of approximately £400,000 towards the scheme of exporting cotton to Czecho-Slovakia for the supply of cotton and "finishing," and the re-exportation of yarns and ready-made goods to Great Britain and the Colonies. The syndicate has made arrangements with two of the most prominent textile firms in Czecho-Slovakia for the carrying out of this work on a profit-sharing basis. The enterprise is fully guaranteed by the Czecho-Slovakia Government and also by the combine of Czech banks.

IMPROVING BOMBAY.

£4,000,000 RECLAMATION SCHEME.

Work has begun at Bombay on a reclamation scheme which is believed to be the most ambitious of its kind in the world. The area to be reclaimed from the sea comprises 1,100 acres, and it will be enclosed by a sea wall four miles long at an approximate cost of £4,000,000. The work is expected to be completed in seven years, and it will make available valuable building sites, and greatly relieve the present congestion.

The work constitutes the most important part of a gigantic scheme for the development of the city, which includes the electrification of railways, new docks, trunk roads, and the provision of housing for half a million people.—*Exchange Telegraph Co.*

PORTUGUESE INDEMNITY.

The *Times'* Lisbon correspondent, last month, reported that the German plenipotentiary, Herr von Etzsch, said that Germany could only agree to the Portuguese indemnity claim if it were proved that Germany was responsible for the events in Angola. "Germany came out of the war ruined, and she cannot make gold. The Allies can have reparation in merchandise, or they can wait. As there are no colonies ready to purchase raw materials from the Portuguese dominions, there could be an exchange of machinery."

CORRESPONDENCE.

CONSTITUTIONAL REFORM.

THE CORRESPONDENCE ON THE SUBJECT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I have pleasure in enclosing copies of correspondence which has passed between the Government and this Association on the question of Constitutional Reform.

I shall be much obliged if you will publish same in your paper. Thanking you in anticipation, I am, sir, yours faithfully,

L. M. WHYTE,
(Hon. Sec., Constitutional Reform Association of Hongkong).

2, Queen's Building,
Hongkong, March 22nd, 1921.

(COPY.)

Hongkong, January 20th, 1921.

SIR,—I am directed by the Committee of the Constitutional Reform Association to ascertain from you whether any definite reply has been received by His Excellency the Governor from the Secretary of State for the Colonies regarding the question of greater representation of unofficial members on the Legislative Council, as outlined in our letter of the 10th January, 1919.—I have the honour to be, sir, your obedient servant,

(Signed) L. M. WHYTE
(Hon. Secretary).

To the Hon. Mr. C. Severn, C.M.G.
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, January 24th, 1921.

SIR,—In reply to your letter of the 20th January, I am directed to state that no reply has yet been received from the Secretary of State for the Colonies regarding the membership of the Legislative Council.—I am, sir, your obedient servant,

(Signed) CLAUD SEVERN
(Colonial Secretary).

The Hon. Secretary,
The Constitutional Reform Association of Hongkong.

Hongkong, January 28th, 1921.

SIR,—In reply to your letter of the 24th inst., it is disappointing to learn that no reply has yet been received from the Secretary of State for the Colonies regarding the Membership of the Legislative Council.

I am directed by my Committee to request that a telegram be now sent by the Government to the Secretary of State for the Colonies to inform him that the Committee of the Constitutional Reform Association are pressing for a reply to their proposals for the amendment of the Constitution of the Legislative Council; and to point out to him that such proposals were carried a a public meeting held at the City Hall two years ago.—I am, sir, your obedient servant,

(Signed) L. M. WHYTE
(Hon. Secretary).

The Hon. the Colonial Secretary,
Hongkong.

Colonial Secretary's Office,
Hongkong, February 10th, 1921.

SIR,—With reference to your letter of 28th January, 1921, regarding the membership of the Legislative Council, I am directed to state that the despatch sent subsequent to Mr. Pollock's question at the meeting of the Legislative Council of December 9th, 1920, will now be in the hands of the Secretary of State for the Colonies, and that His Excellency does not, therefore, consider that a further reminder will serve any useful purpose.—I am, sir, your obedient servant,

(Signed) CLAUD SEVERN
(Colonial Secretary).

The Hon. Secretary,
Constitutional Reform Association,
Hongkong.

Colonial Secretary's Office,
Hongkong, March, 10th, 1921.

SIR,—With reference to previous correspondence on the subject of the constitution of the Legislative Council of Hongkong, I am directed to inform you that a reply has now been received from the Secretary of State for the Colonies to the effect that he has given the matter careful consideration, but is not convinced that any change is desirable.—I am, sir, your obedient servant,

(Signed) CLAUD SEVERN
(Colonial Secretary).

Hon. Secretary,
Constitutional Reform Association,
Hongkong.

THE ALL-INDIA MEMORIAL.

A leading article of the *Times*, of February 16th, says that the King-Emperor's message to the army will ring through the East. It is fitting that a soldier prince of the Blood Royal should be the spokesman of Great Britain's gratitude for the services of India during the war. The All-India Memorial is one of the most significant monuments of the Empire, reminding future generations that the true birth-place of Indian constitutional freedom was the battlefields of the greatest war for human liberty.

IF YOUR WEAR GLASSES

there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortable and secure that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez *Eye* Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central.—ADVT. [562

RANDOM REFLECTIONS.

The refusal of the Government to disclose the correspondence which has taken place with the Secretary of State on the subject of Constitutional Reform calls for explanation. The subject-matter of that correspondence is essentially one on which the public are entitled to information, and to withhold it is contrary to all precedent—that fetish of official minds. The reason for the Government's present reticence is that nearly all the correspondence has been of a confidential nature. It may be taken for granted that in the past the official dispatches intended for subsequent publication have been supplemented by private letters, but why the correspondence on this occasion should have been so exceptionally confidential is a question that prompts speculation. It rather suggests that there was a disposition at some stage of the proceedings to make concessions, but that, in the end, other counsels prevailed.

***

Apparently Constitutional Reform of a sort has already been introduced by the appointment of a third unofficial member to the Executive Council. The change has been carried out surreptitiously, for up to date it has not been gazetted, though there has been ample opportunity of complying with this customary formality. Are we to understand that the Royal Instructions have been amended, and that the addition to the ranks of the nominated element in the Councils of the Colony is in response to the popular demand for the substitution of election for nomination? If so, as an example of cynical indifference to public opinion it would be hard to beat.

***

In the scheme of reform approved by the public two years ago no allusion was made to the Executive Council, chiefly because it was realised that, the proceedings of that body being conducted *in camera*, there could never be any effective control over the non-official element. As the principal concern of the public was that those who spoke in their behalf should do so in fact as well as in name they are not likely to evince any gratitude for the "concession" which has been made. To the credit of the Government, however, it must be admitted that they could not have made a better selection than they have made for the new appointment. The Hon. Mr. H. E. Pollock, K.C., has served the community faithfully and well on the Legislative Council for a score of years without any hope of that reward which, we are told, sweetens labour. We may say of him, as of Coriolanus, that "he would not flatter Neptune for his trident or Jove for his power to thunder."

***

To turn last week from our dust-laden Constitution to the removal of local rubbish was a very natural transition on the part of the Constitutional Reform Association.

***

While we as a community are torn with anxiety as to the dire results that might ensue from allowing our fellow-countrymen to have their own elected spokesmen in the Legislative Council of this Colony, I notice that the Legislative Council of Burma has carried *nem. con.* a resolution demanding votes for women! Incidents of this sort show how we lag behind the times in Hongkong. It may be mentioned in passing that the women in Burma have a very much higher status than their sex enjoys in other parts of the East and are well versed in business matters.

***

We have heard nothing yet of the appointment of the Committee suggested by the Secretary of State to consider the practice of buying and selling Chinese female children into domestic servitude. It is particularly important that we should know who have been selected to serve. If they are all drawn from those who are known to be averse from any interference with the custom we shall merely get a "Whitewashing Committee" and the whole thing will be an elaborate farce. That, between ourselves, is precisely what I anticipate.

***

A correspondent sends me an envelope, which he has received, bearing German stamps to the value of 20 pfenig, that is to say one-fifth of a mark, or one-fifth of a penny at the ruling rate of exchange. We are, therefore, he points out, carrying on British bottoms to British Colonies German correspondence at one-fifth of the rate charged for British correspondence. About a year ago propaganda relating to a Danish State Lottery reach-

(*Continued at foot of next column.*)

HONGKONG C.C. WAR MEMORIAL.

SPORTSMEN AND SOLDIERS.

A bronze tablet to the memory of members of the Hongkong Cricket Club who fell in the war was unveiled at the Club Pavilion by His Excellency the Governor, last evening. The tablet is of simple and chaste design, surmounted by a laurel wreath and having in a decorated border medallions representing an airship and aeroplane in flight, and artillery and infantry in action. On the sides are the words "East, West, North, South," and, at the base, the words "Victory. Liberty." The tablet contains the names of the heroic dead, with the heading: "1914-1919. Hongkong Cricket Club. Roll of Honour."

The members having assembled in the pavilion,

Mr. MAITLAND gave the following brief address:—Your Excellency, ladies and gentlemen, we meet here this afternoon to place on record the greatest of all services rendered to their King and Country by civilians members of the Hongkong Cricket Club. As soon as the war terminated I felt that we should erect in the pavilion a memorial to the men who had lost their lives for victory and liberty, and with the approval of the Committee I asked Messrs. Palmer & Turner to design a tablet, and this was done by Mr. Wilson of that firm. It only arrived a few days ago and before asking His Excellency the Governor to unveil the tablet I will read out the names of the men of whom we are proud and desire to honour:—H. Arthur, B. F. Chapman, D. G. Cheeseman, Jasper Clark, C. C. F. Cunningham, P. Sydenham Dixon, P. Delauny, A. C. E. Elborough, K. R. Forde, L. Gull, H. I. Jones, A. N. Joseland, R. G. Munro, F. Richardson, F. H. Robinson, A. D. Shewan, R. A. Stokes, C. N. G. Walker, A. Whitmarsh.

H.E. THE GOVERNOR said the Club was indebted to the generosity and public spirit of Mr. Maitland for the provision of the tablet. It was fitting that the members of the Club who gave their lives for the Empire should be honoured by their old colleagues, and it was a happy thought that the tablet had been provided. It contained the names of those who fell in France, Flanders, Italy, Gallipoli, and East and West Africa, which was enough to show that members of the Hongkong Cricket Club played a fair part in the great war and showed, as in so many other parts of the world, that the best sportsmen made the best soldiers. He now had the honour to unveil the memorial.

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ed his hands bearing German postage stamps, and inside was a note explaining that the packet was posted in Germany, instead of in Denmark, to save expense in transmission. This is surely a novel way of "making Germany pay."

***

The price at which property is changing hands in the European centre of the city is eloquent evidence of the pressure of the commercial population. That it is this pressure, and not any elaborate structural improvements, which has caused values to rise by three or four hundred per cent. in the last couple of decades is proved by the fact that in every case the intention of the purchasers is, sooner or later, to rebuild. The removal of the Military from the extensive site they now occupy in Queen's Road to some less congested area should do much to relieve the situation for a few years, and the signs and portents seem to encourage the belief that this step will be taken during the lifetime, let us say, of the present generation. It is, of course, long overdue, for the abnormal appreciation in local land values constitutes a serious tax upon the trade and industry of the port.

***

The following story may have a local application:—The elementary school teacher dilated to her class on the alternative provided by Heaven and the other place as a desirable residence after the sojourn in this vale of tears is ended. When she put the question to the vote, a little forest of hands went up in favour of Heaven. Followed a pause, and then a small voice: "Please, teacher, Izzy Cohen hasn't put his hand up." Attention concentrated on Izzy. Pained question from the teacher: "Don't you want to go to Heaven, Izzy?" "No, teacher; I want to go to Hell. I heard father thay lathth night that all the pithneth wath going there!"

RODERICK RANDOM.

KOWLOON'S BIG BEN.

ITS INTERESTING MECHANISM.

Kowloon's clock-tower at the railway station has now its clock. It has already begun to chime the hour.

Yesterday morning, Mr. G. A. Walker, the Traffic Superintendent of the Kowloon-Canton Railway, explained the intricate, but interesting, mechanism of the electric clock to a gathering of Press men and others, including Mr. H. P. Winslow, the manager of the Railway, Mr. R. Baker, the Engineer, and Mr. T. F. Claxton, the Director of the Royal Observatory.

The clock, which was started on its career at 3 o'clock in the afternoon, was supplied by Messrs. Gent & Co., Ltd., the famous makers of the clock over the Royal Liver Buildings, Liverpool—the largest electric clock in the world.

The four dials are 8 feet in diameter. The clock is connected in series with the existing system of pulsynetic electric impulse clocks which are fixed in the station concourse and in all offices.

All the clocks, including the turret clock, are controlled by a transmitter, or master clock, which in turn is automatically regulated by hourly signals from the Royal Observatory.

No winding whatever is required. At each half-minute the master clock transmits an impulse from a battery, which gives the pendulum sufficient impetus to maintain its swing and at the same time advances all clocks in the circuit half a minute.

Whilst the transmitter actually drives all other clocks, it only controls the turret clock. This clock is driven by a waiting train movement. The power motor of the "waiting train" movement is an electrically-driven pendulum (termed a motor-pendulum), the function of which is not to keep time, but to drive, by means of a pawl, a ratchet wheel, tooth by tooth, at each vibration; the ratchet wheel, in turn, by means of worm gearing, driving the hands of the clock. The motor pendulum is, by a simple device, re-energised by an electro-magnet when its oscillations fall below a predetermined arc and automatically produces additional driving power when such is required to meet the resistance given to the hands by adverse weather conditions.

The striking mechanism is operated by an electric motor, which is also under the control of the transmitter. A cam rotated by the motor operates a lever, which in turn—by means of a wire connection—lifts a drop hammer, which falls by its own weight and strikes the bell.

Illumination is controlled by an automatic switch with special gear, which automatically changes the time of switching on and off to suit the gradual change of the seasons.

The illumination arrangements are expected to be completed in a few days.

THE EARTHQUAKE.

SHOCKS FELT AT SWATOW.

A correspondent writing from Swatow says:—We had the following earthquake shocks here on the 19th inst.:—

At 4.20 p.m. a strong and fairly prolonged shock, which, luckily, was not of a quick motion, otherwise extensive damage would have been done. It lasted about 10 seconds.

At 7.5 p.m. a short sharp shock with a twisting motion in it. This is what we would consider a dangerous shock.

At 12.15 a.m., on the 20th inst., there was a short shock. This was not a strong one.

We have not heard of any damage being done.

The one at 4.20 p.m. was almost as strong as the one experienced here on the 17th December.

We notice that these shocks usually occur with a low barometer.

OPIUM IN FLOWER POTS.

$4,000 FINE.

At the Magistracy, yesterday, one of the two Chinese charged with being in possession of a quantity of non-Government opium, which was discovered in some flower-pots, was discharged, owing to lack of evidence against him.

The other man was sentenced to pay a fine of $4,000, or, in default, undergo eight months' hard labour. His defence that the flower-pot was left on his verandah by a friend and that he himself was ignorant of the contents proved of no avail.

Mr. G. N. Orme, yesterday, sentenced a Chinese woman on whose sampan 88 taels of opium was seized to a fine of $5,000, or, in the alternative, to 12 months' hard labour.

HONGKONG ART CLUB.

It is sometimes alleged that the fog at the Peak exercises a damping and depressing effect on people and things, but at any rate this cannot be said with regard to the enthusiasm and energies of the artists and artistic people of this Far Eastern Colony, as was evident to every one who had the privilege of being in Mrs. A. R. Lowe's lovely little drawing-room, with its view of a hundred islands to the South, on Monday afternoon, when the monthly exhibition of the Hongkong Art Club took place.

That a thick drizzle outside was often obscuring the view was a negligible quantity, and the voting for the best pictures of the month proceeded without interruption and resulted in the prize for the open subject being won by Mrs. Morris Woods with a snow scene in the high Alps, and the prize for the set subject, viz., sunshine, being awarded to Mr. Charles H. Cole for the picture of a mill and surrounding rural country, taken, curiously enough, in the Orkney Islands, a country sometimes peculiarly hard up for sunshine. Although not heading the poll, many of the other pictures were of a high standard and were doubtless done by prize-winners of the future.

Take, for instance, the three sketches submitted by Mrs. Britton. For harmonious colouring and beauty of detail they would be hard to beat; or the basket of roses, by Mrs. Bowden Smith, with its fragrance and depth of colour. Then, again, there were cool country lanes and English farm scenery by that very capable artist, Mr. Cyril Bion, and one little cartoon by Mrs. Lowe herself. Col. Loring contributed a most pleasing panorama in oils, and other phases of art were to be seen in sea-scapes by Mrs. Bowen, Mr. Bisson and Miss Lowe; and portraits and poster designs by Mr. Cole.

Taken all round it is clear that the Hongkong Art Club is endeavouring to record the artistic merits of this and other places, and, judging by results, evidently meeting with a considerable amount of success.

SPORT.

LAWN TENNIS.

YESTERDAY'S TOURNAMENT PLAY.

Open Championship Singles.—M. K. Lo beat S. A. Rumjahn, 6-2, 7-5, 6-2.

Open Championship Doubles.—Comdr. A. E. Johnstone and Surg.-Lieut. H. Morrison beat R. M. Henderson and R. C. Cromie, 7-5, 6-4, 6-0. Capt. Leslie Smith and J. S. Jennings beat J. R. Wood and G. R. Sayer, 6-3, 2-6, 8-6, 2-6, 6-1.

Club Championship.—Major H. M. Edwards beat H. W. Sassoon, 6-3, 6-4, 3-6, 6-1. A. D. Humphreys beat D. J. Valentine, 6-3, 6-1, 6-3.

Handicap Singles "B."—W. Cornaby beat R. K. Valentine, 6-4, 7-5. Wong Po Keung beat M. H. Lo, 4-6, 6-2, 6-1, 6-0.

FOOTBALL.

UNITED v. SOUTH CHINA.

The following will represent the United in the above match, to-day at 5.15 p.m., on the South China ground:—J. Beach; J. Leonard and D. D. Urquhart; P. Brown, A. R. Simmons and J. Baker; J. Kent, E. Fincher, G. T. May, Ch. H. Blake and G. Chubb.

HIDDEN DAGGER.

UNDER BED-MATTRESS.

Four Chinese were placed before Mr. G. N. Orme, at the Magistracy, yesterday, in connection with the discovery of a dagger under a bed mattress in a room occupied by them at 5, Sai Yuen Street. The principal tenant was sentenced to three months' hard labour, and the other three to one month's hard labour, each.

A GIGANTIC STAR.

Professor Michelson, of the University of Chicago, winner of the Nobel prize for scientific research, announces the perfecting of a device for measuring the diameter of stars by "interference methods." The first application of the device to one of the stars in the constellation of Orion gives the diameter of the giant star Betelgeuse, the northernmost star of the constellation, as 240 million miles. If Betelgeuse were placed as near to the earth as the sun, its brilliant surface would fill the entire visible heavens. As for our little earth, Professor Michelson tells the American Society for the Advancement of Science that Betelgeuse is as big as trillions of globes like it.

The distance of Betelgeuse from the earth is perhaps 150 "light years," that is, the light that strikes your eye when you look up at it started on its journey from the star at the rate of 186,000 miles a second 150 years ago.

HAT WEEK

AT

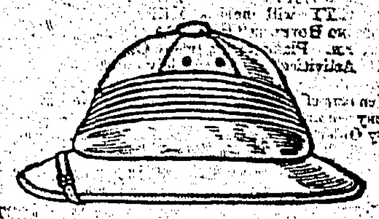
LANE, CRAWFORD'S

WE OFFER FOR THIS WEEK ONLY

OUR ENTIRE STOCK OF HATS FOR

LADIES and GENTLEMEN

AT 15% DISCOUNT FOR CASH



NEW SHAPES IN HAWKE'S SUN HATS

LINCOLN & BENNETTS FELT AND STRAW HATS.

SINGLE & DOUBLE TERAIS

— NEW PUGGAREES —

LADIES' SECTION

THE NEWEST STYLES IN

Trimmed & Semi-Trimmed HATS.

LANE, CRAWFORD & CO. 15

SHERWOOD'S RYSTOLITE

THE IDEAL ENGLISH ENAMEL

Sold in quarts, 1 and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW.

LANE, CRAWFORD & CO.

Tel. 1741. HONGKONG. 197

PIANOS

"BABY" GRAND & UPRIGHT

By

CHICKERING,
BROADWOOD
COLLARD & COLLARD
ALLISON &
HAMILTON,

THE BEST THE WORLD CAN PRODUCE.

The Anderson Music Co., Ltd. 84

Wm. POWELL Ltd

TELEPHONE 3146.

The "Live" LEATHER BELT IT STRETCHES

These Belts are the last word in Belt construction. They give to every movement and at the same time hold the trouser in perfect position.

You should try one to fully realize the comfort of a "Live" Leather Belt. Also stocked in Cotton.

Wm. POWELL, Ltd., SOLE AGENTS. 187

NEW ADVERTISEMENTS

NOTICE.

WE have just received a small shipment of the far famed "PETERSON DE LUXE" BRIAR PIPES and we respectfully invite you to make an inspection.

TABAQUERIA FILIPINA,
Queen's Road Central.
[676

NOTICE.

MEMBERS of the Q. C. O. B. A. are reminded of the OLD BOYS' RACE of 220 yards at the School Sports on MARCH 31st, at Causeway Bay at about 4 P.M.
[677

NOTICE.

THE AMERICAN RED CROSS SOCIETY will hold a MEETING at the HONGKONG HOTEL on THURSDAY, MARCH 24TH, at 5 P.M. Plans for the future Organization and Activities of the Society will be discussed.

All Members of the Society and Americans in the Colony are urged to be present.

By Order.
C. E. SANDSTROM,
Acting Secretary.
[678

GOOD FRIDAY
AT 9.15 P.M.
ORATORIO
ST. JOHN'S
CATHEDRAL.
[679

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CHAKSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23th Mar., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, March 22nd, 192 . [680

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE and STRAITS.

THE Company's Steamship

"NAGATO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 29th March, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, March 22nd, 1921. [681

HONGKONG BOXING ASSOCIATION.

Next Tournament,
MING YUEN GARDENS,
THURSDAY, MARCH 24TH.
MAIN EVENT:
(Immediately after the Interval,)
WELTERWEIGHT CHAMPIONSHIP.
"Sky" KERRISON *v.* Seaman CODLINGS
(holder) (Runner up Fleet Championship 1920).

BOOKING at MOUTRIE'S Monday, 21st, Members only (on production of current membership cards).

TUESDAY to THURSDAY, 22nd to 24th, General Public.

SPECIAL TRAMS WILL BE RUN.
[631

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 25TH, 26TH and 28TH MARCH, 1921.

Hongkong, March 21st, 1921. [668

G R

IMPORTS AND EXPORTS OFFICE.

EASTER HOLIDAYS.

THIS OFFICE will be entirely CLOSED on GOOD FRIDAY, the 25TH MARCH. It will be Opened for all purposes until NOON, on SATURDAY, the 26TH MARCH, and MONDAY, the 28TH MARCH, 1921.

Licensed Warehouses will be entirely closed on those dates.

N. L. SMITH,
Superintendent,
Imports and Exports.
Hongkong, March 21st, 1921. [669

NOTICE.

NOTICE IS HEREBY GIVEN the Public that the undersigned, MR. ROY C. BURDIN has severed his connections with THOMAS W. SIMMONS & COMPANY as of March 18th, 1921, and as Managing Director of this Company is authorised and has full power to Sign for and on behalf of our Company.

THOS. W. SIMMONS & COMPANY, LTD.
By ROY C. BURDIN,
Managing Director.
[664

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE.

DURING my Absence and until further notice MR. LESLIE SOLBE GREENHILL has been appointed Acting Secretary.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 18th March, 1921. [651

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE.

DURING my Absence and until further notice MR. LESLIE SOLBE GREENHILL has been appointed Acting Secretary.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, March 18th, 1921. [652

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

DURING my Absence from the Colony and until further notice MR. GEORGE ERNEST ELLAMS, has been appointed Acting Secretary.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, March 19th, 1921. [659

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on THURSDAY, the 24TH MARCH, 1921, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1920, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 17th March, 1921, until THURSDAY, the 24th March, 1921, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 11th, 1921. [611

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on TUESDAY, 29TH MARCH, 1921, at NOON, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1920.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 19th, to the 29th March, 1921, both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, March 7th, 1921. 585

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-SECOND ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the undersigned at NOON on WEDNESDAY, the 30TH MARCH.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th March, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE, MATHESON & CO., LTD.
General Managers,
HONGKONG FIRE INSURANCE COMPANY, LIMITED.
Hongkong, March 10th, 1921. 602

INTIMATIONS

ROYAL HONGKONG GOLF CLUB.

EASTER HOLIDAYS.

A BOGEY POOL COMPETITION FOR MEN will run throughout the Holidays, MARCH 25TH, 26TH, 27TH and 28TH, 18 holes on Old Course, Fanling, Club Handicaps. Any number of cards may be taken out at 50 cents each.

A TOMBSTONE COMPETITION FOR MEN on Old Course, Fanling, will be held on Sunday morning, 27th March. No start after 12 noon. Entrance Fee $1.00 each player.

A MIXED FOURSOMES COMPETITION, 18 holes, on Old Course, Fanling, will be held on MONDAY afternoon, MARCH 28TH. Competitors arrange their own partners, Medal Play, Half combined Club Handicaps. Men's tees to be used. Ladies to drive from 1st tee. Post entries. Entrance Fee $1 each player.

A LADIES' BOGEY POOL COMPETITION will run throughout the Holidays, MARCH 25TH, 26TH, 27TH and 28TH, 18 holes on New Course, Fanling, Ladies' tees to be used, Club Handicaps. Any number of cards may be taken out at 50 cents each.
[674

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. ARNOLD to sell by Public Auction,

TO-DAY (WEDNESDAY),
the 23rd March, 1921, commencing at 2.15 P.M., and TO-MORROW (THURSDAY), March 24th, 1921, at 10 A.M., at her Residence, No. 86, Bonham Road,

The Whole of The
VALUABLE HOUSEHOLD FURNITURE
BRIC-A-BRAC, &c., &c.,
therein contained, as follows:—

Hall:—Teak Hall Stand and Side Tables Drawing-Room:—Large Easy Chairs, Pouffee and Chesterfield Sofa (by Wm. Powell), Blackwood Cabinets, Tables, Stands, &c., Water Colours and Engravings, Old Brass and Bronze Curios and Several Lots of Chinese 5-col. and Blue and White Porcelain, Carpets, Rugs and Curtains (Lane, Crawford & Co.). Dining Room:—Large Mirror Back Sideboard, Dinner Waggon Ex. Table, Chairs, Cabinets, Electro-Plate and Cutlery, Glass, Crockery Ware, &c., including several lots of Silver Ware. Bedrooms:—Teakwood and Brass Mounted Bedsteads, Wardrobes, Dressing Tables, Washstands, Writing and Card Tables, &c., Bed and Table Linen, Blankets, &c., Bathroom, Pantry, and Kitchen Utensils.

ALSO
A collection of Old Gold and Silver Coins (Japanese) in case, Electric Fittings, Barometer and a large quantity of Pot Plants.
(Full Particulars from Catalogue).
On view from Tuesday, 22nd inst, between 11 A.M. and 6 P.M. and day of Sale.
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
[666

NOTICE.

THE SHAMEEN MUNICIPAL COUNCIL invites TENDERS for an Oil Driven FIRE PUMP, and/or Steam Driven Fire Pump, specifications for which can be obtained on application to

THE SECRETARY,
SHAMEEN MUNICIPAL COUNCIL.
Canton, March 10th, 1921. 614

NOTICE.

APPLICATIONS are invited from British Subjects for the post of SUPERINTENDENT OF POLICE on the British Concession, Shameen, the salary being HK$400 per month, with quarters, coal and light provided. The duties of this post would include the Superintendence of Works, such as Fire Engine, Water Plant, Roads, etc. Preference will be given to applicants who have served with His Majesty's Forces, and applications must be sent in writing accompanied by references, etc. to

THE SECRETARY,
SHAMEEN MUNICIPAL COUNCIL.
Canton, March 11th, 1921. 615

BEDFORD SCHOOL.

IT is proposed to hold a DINNER FOR OLD BOYS OF BEDFORD SCHOOL at the HONGKONG CLUB on MONDAY, APRIL 4TH, at 8.00 P.M.

Will those who would like to be present kindly send their names to the undersigned, from whom particulars can be obtained later?

A. MURDOCH,
Hon Secretary,
c/o JARDINE, MATHESON & Co., LTD.
[645

WAR MEMORIAL

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at:—
Messrs. Lane & Crawford.
" Kelly & Walsh.
" Moutrie.
" Wm. Powell, Ltd.
The Hongkong Club.
" Hongkong Cricket Club.
" Club Lusitano.
" Engineers' Institute.
" Victoria Recreation Club.
" Kowloon Cricket Club.
" Kowloon Bowling Club.
" Peak Club.
" Club de Recreio.
" Craigengower Club.

M. J. BREEN,
Hon. Secretary,
War Memorial Committee.
Hongkong, December 15th, 1920. [129

INTIMATION

WATSON'S

FINE OLD

BROWN

BRANDY

Unsurpassed as a Liqueur—delightful to the palate, mellow, and of fine aroma.

As a beverage, most healthful and agreeable; an aid to digestion.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Phone 316.
[11

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 23RD, 1921.

THE KALEIDOSCOPE OF BRITISH POLITICS.

THE shock of war in 1914 subdued in Great Britain the strife of political parties, and in the past six or seven years a condition has prevailed which is expressed in MACAULAY'S well-known lines of a time in Roman history when "none were for a Party and all were for the State." The somewhat dramatic announcement of the PRIME MINISTER of the resignation from office of Mr. BONAR LAW, owing to ill-health, and the announcement we have to-day of the election of Mr. AUSTEN CHAMBERLAIN to the leadership of the Unionist party serve to recall very forcibly to our minds the changes which but a comparatively brief space of time has wrought in political relationships in Great Britain. Who, before the war, could have imagined the possibility of statesmen of the type of Mr. ARTHUR BALFOUR, Mr. BONAR LAW, and Mr. AUSTEN CHAMBERLAIN working under the leadership of Mr. LLOYD GEORGE? By Conservatives and Unionists alike no politician was more cordially detested before the war than Mr. LLOYD GEORGE; but everybody knows that to-day no statesman in England stands higher in the estimation of men of all shades of politics. Statesmen of widely different schools of political thought, recognising and acknowledging his remarkable gifts of leadership, placed their own experience and talents at his service. The Coalition, not yet at an end, will constitute a memorable chapter in British political history. We have had for some years now a Conservative leader of the House of Commons under an ultra-Radical Prime Minister, and no more eloquent expression could have been given to the cordiality of the co-operation which has existed for several years past than the emotion by which the PRIME MINISTER was overcome when he announced recently to the House of Commons that Mr. BONAR LAW had been compelled by ill-health to resign office. It is of interest to recall that Mr. BONAR LAW was elected to the leadership of the Unionist Party in 1911, succeeding Mr. BALFOUR to whom he had referred a few days before as "the greatest Parliamentary figure of the time." Mr. LAW was not recognised as having any outstanding claim to the position. He was chosen because the selection of Mr. WALTER LONG or Mr. AUSTEN CHAMBERLAIN at the time would probably have enlarged and confirmed schism in the Unionist Party instead of ending it, and he has been described as occupying "the rather unhappy position of the citizen King who succeeds a legitimate monarch." Though not a brilliant speaker, his energetic leadership proved a rallying force before the war, notably on the Home Rule question, and he succeeded in holding the party well together throughout the difficult period of the war in magnanimous co-operation with the Government. Mr. BONAR LAW'S personal contribution to the labours of the Government is known to have been great, but how great only he himself and those most intimately associated with him, including the PRIME MINISTER, can form any adequate idea. He has broken down under the work, and the emotion shown by Mr. LLOYD GEORGE when making the announcement is perhaps an indication that he, too, is feeling the burden of his heavy responsibilities. Mr. BONAR LAW has been succeeded in the leadership of the Unionist Party by Mr. AUSTEN CHAMBERLAIN, the Chancellor of the Exchequer, and the unanimity with which he has been chosen is alike a testimony to his achievements in the very important office he has filled with distinction in a period of exceptional difficulty, and a proof of the harmony which prevails in the ranks of the Unionist Party. How long the Coalition Government will continue to endure it is not possible at present to say, but when we do revert to the old system of party government we shall expect to find that the experiences of the past few years have robbed party warfare of a good deal of its old asperity and bitterness.

THE PLEBISCITE IN SILESIA.

By the Treaty of Versailles Germany ceded to Poland the greater part of Upper Silesia, Posen and the province of West Prussia, on the left bank of the Vistula, the exact boundaries to be fixed by a Commission. In regard to East Prussia the Treaty provided that "a plebescite is to determine its ultimate frontier." The plebescite has just been taken and the result is an overwhelming victory for the Germans. Silesia was brutally wrenched by the all-powerful FREDERICK THE GREAT from the helpless young EMPRESS OF AUSTRIA, without the shadow of an excuse, and Germany has Prussianised the territory in the same way as she Germanised Alsace-Lorraine. It must stand to the credit of FREDERICK THE GREAT that he revived the mining and weaving operations and the general record down to the time of the great war was one of industrial development and prosperity described in one of the reference books as "hardly inferior to that of any other part of Germany." We have learnt since the Treaty of Peace threatened its separation from Germany how highly Germany values this territory. At the final conference recently in London on the reparations questions the German delegate almost suggested that if Silesia remained German, as a result of the plebescite, Germany might feel herself in a position to accept the Paris decisions regarding reparations, at least for the first five years. But in the event of the plebescite in Upper Silesia going against Germany then, as Mr. LLOYD GEORGE interpreted the German offer, "the whole scheme would fall through." The Germans appear to be very jubilant over the result of the plebescite, but a fear that the Entente may readjust the frontiers in a way which will give to Poland the districts in which the Poles have secured majorities, has apparently subdued the note of jubilation. The verdict of the plebescite has to be accepted, and while Poland will doubtless be seriously disappointed by her failure to secure some rich mineral territory, the observations of Herr VON SIMONS at the London Conference, on the relation of the retention of Silesia to Germany's capacity to pay the reparations bill, will constitute for the Allies an assurance that, even in the minds of German statesmen, no doubts will remain of Germany's ability to meet the annual payments which the Allies intend to exact from her for a period of thirty years.

The Hon. Mr. P. H. Holyoak is now able to sit up for a short time each day.

The Hon. Mr. John Johnstone leaves for Home, we understand, at the latter end of next week.

Mr. T. S. Forrest, who has been spending the winter at Fanling, left by the *Empress of Japan* yesterday.

Mr. and Mrs. W. A. Haunibal are leaving the Colony this morning on an extended trip in which business and pleasure will be combined.

Reuter's Agency learns that according to reports from Washington there are at present five candidates for the post of American Minister to China, one of them being Dr. J. C. Ferguson.

The American Red Cross Society are holding a meeting on Thursday at the Hongkong Hotel. The attention of our American readers is directed to the advertisement in the first column of this page.

Major-General Leonard Wood, is coming Far East as President Harding's Special Commisaioner to the Philippines, to investigate conditions in the Islands and the readiness of the Filipinos for independence.

Mrs. H. Keswick recently joined her husband at Yokohama. She crossed the Pacific on the *Tenyo-maru*. Mr. Keswick on the *Cutty Sark* met the *Tenyo-maru* as she was approaching Yokohama and escorted her into port.

The European Unemployment Fund in the Federated Malay States amounted when the last mail left to $25,458.30. The Federated Malay States Government and the Straits Settlements Government each contributed $10,000 to the fund.

Mr. James Dalziel, Chief Engineer of the Taikoo Sugar Refining Co. and author of "High Life in the East" and other good stories, left on holiday yesterday by the *Empress of Japan*, accompanied by his wife and children.

At a recent assize at Penang, three Chinese were charged with assembling for the purpose of a gang robbery. A feature of the trial was the challenging of all the European and non-Chinese jurors. The accused wanted a Chinese jury and they succeeded in getting it.

The health return for the week ended on March 19th shows 12 cases (0 deaths) of small-pox, 6 cases (2 deaths) of diphteria, 4 cases (3 deaths) of enteric fever, and 7 cases (3 deaths) of cerebro-spinal fever, besides 4 deaths from influenza. For the 48 hours ended on March 21st 3 cases (2 deaths) of small-pox, 1 case of enteric fever (British), and 1 case (1 death) of cerebro-spinal fever are reported.

A great Malay state or federation, embracing the Philippines, Java, and other islands inhabited by Malayan peoples, was predicted by Dr. G. Niewenhuis, a member of the Dutch civil service in Java, in a recent address in Manila. Dr. Niewenhuis is a member of an educational mission from Java, which has been making a study of the educational system of the Philippines. After comparing the geographical position of the Philippines and Java and tracing the racial development of their inhabitants, Dr. Niewenhuis said that the Dutch Government had no intention of withdrawing from its possessions, but that the time might ultimately come when it would be necessary. He believed, however, that the commercial relations between them would continue even if political control ceased. He said the Dutch had no particular interest in imposing their own culture on the Javanese, but devoted all their efforts to developing economic resources.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

DEATH OF DR. L. D. SHAW.

LONDON, March 22nd.

The inquest has been adjourned, for a further *post mortem*, on Dr. Laurence Drew Shaw, a distinguished Service man, formerly of the Far East, who served against Germany in China in 1914.

[BY COURTESY OF THE "CHINA MAIL."]

SENSATIONAL SHANGHAI BANKRUPTCY.

SHANGHAI, March 22nd.

Judah Isaac Ezra, brother of Edward Ezra, the local magnate, has petitioned for bankruptcy, the Netherlands Bank having obtained a judgment for ninety thousand taels on a promissory note. A stay of execution was granted.

SHANGHAI COTTON MILL MERGER.

SHANGHAI, March 22nd.

Amalgamation has been effected by three cotton concerns, the Hwa, the Kungyik, and the Yangtzepoo cotton mills. This is a most important commercial step.

GERMANS GLOOMY:

OVER PARTITION PROSPECTS IN UPPER SILESIA

DECREASE IN WAGES:

ATTITUDE OF MINERS.

RUSSIAN JEWELS FOUND:

IN BOXES OF TRADE COMMISSION.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

MINERS' WAGES.

RESULT OF NEGOTIATIONS.

LONDON, March 22nd.

The prolonged negotiations between the miners and the coal-owners have resulted in the miners' delegate conference referring to the districts the offer of the coal-owners for a readjustment of wages, which, though more generous than they expected, does not concede the demand of the miners for a national wage basis as opposed to district agreements.

The result of the meetings of the miners' district councils so far shows a split in the miners' ranks. It is likely that Wales and Scotland will be opposed to the acceptance of the coal-owners' offer, while other districts, notably Yorkshire, will be prepared, temporarily, to relinquish some of their demands in view of the precarious financial position in the coal industry.

The *Labour Gazette* reports that last month changes in rates of wages affected 1,620,000 persons, of whom 1,500,000 underwent decreases amounting to £450,000 weekly. Most of the latter were miners, whose wages were reduced owing to diminished output and value of coal.

EARLIER CABLES.

NEW UNIONIST LEADER.

ELECTION OF MR. AUSTEN CHAMBERLAIN.

LONDON, March 21st.

Mr. Austen Chamberlain has been unanimously elected Leader of the Unionist Party in the House of Commons.

Mr. Chamberlain was enthusiastically welcomed by the Coalition members. Replying to congratulations by Sir Donald Maclean on his election, he said he would do his best to maintain the great traditions of the House of Commons.—(Cheers.)

IRISH OUTRAGES.

APPALLING LIST OF CASUALTIES.

LONDON, March 21st.

In the House of Commons, Sir Hamar Greenwood stated that the week-end casualties in Ireland were 10 soldiers and five police killed, 11 soldiers and five police wounded, seven rebels killed, seven wounded in an ambush. A sergeant who was missing after the ambush was found blindfolded and shot with a card bearing "Executed" on his body.

Colonel Allen asked, in view of the appalling list, whether Sir Hamar Greenwood could assure the House that his powers and measures were sufficient. He declared that the House was ready to give him any powers necessary to deal with the situation.—(Cheers.)

Sir Hamar Greenwood replied that these severe casualties occurred in the martial law area, and he would always wholeheartedly support the Commander-in-Chief there.

HEAVY DEATH ROLL.

LONDON, March 21st.

There were heavy casualties in fighting following the ambush of a train at Headfort Junction, County Kerry, on which soldiers and passengers were travelling. One officer and five men were killed and twelve soldiers wounded, one passenger was killed and two wounded. One rebel was found dead but it is believed there were others. The troops detrained and with heavy fire engaged the attackers, whom they held off for fifty minutes until they were reinforced, when the attackers were driven off.

LATEST CABLES.

UPPER SILESIA PLEBISCITE.

MAIMED, SALT AND BLIND VOTE.

LONDON, March 22nd.

With the conclusion of the Silesian plebiscite the work of the partition provides the knottiest problem. The important industrial triangle Gliewitz—Beuthen—Catlowitz is Solomon's baby, which Germany considers must not be cut in two. As a result of victory in Rybnik and Pless, the Poles won an immensely rich property, but they naturally expect a full share of the triangle. It is recognised by some that partition is inevitable, not only as a result of the voting but in view of the general European economic situation. It will be for the Inter-Allied Commission to find satisfactory boundaries and determine the term of operation.

The outstanding feature of the plebiscite is the remarkably heavy polling, in many communes it being 100 per cent., with an average of 95 per cent. The maimed, the halt and the blind were brought to the booths in carriages and ambulances, even on stretchers.

MAJORITY NOT SO LARGE.

BERLIN, March 22nd.

The first feeling of jubilation is succeeded by disappointment on the publication of further results showing that the German majority is not so large as was expected.

The *Lokalanzeiger* says that the fact that regions which are most important to German industry have been partly endangered and partly lost is most depressing.

The *Vorwaerts* warns against exaggerated talk of a brilliant German victory on which other papers dwell.

EARLIER CABLES.

SERIOUS OUTLOOK FOR POLAND.

LONDON, March 21st.

The official figures for the Upper Silesian plebiscite show that the greater part of the territory will remain German. So far the majority is two to one, but two important districts, Pless and Rybnik, which are likely to give a Polish majority, are outstandingly pro-German. The result should be of advantage to Great Britain, enabling Germany, with the retention of the coalfields, to be better able to pay for reparations, but the failure to secure the rich mineral territory will be serious to Poland.

REJOICING IN BERLIN.

BERLIN, March 21st.

The Government buildings are already beflagged in celebration of the German majority secured in Silesia. It is semi-officially stated that 713,700 pro-German and 460,700 pro-Polish votes were recorded over the whole plebiscite area. The voting in the Pless district showed 14,000 pro-German and 41,000 pro-Polish votes; in Rybnik district 28,000 pro-German and 50,000 pro-Polish votes. President Ebert telegraphed the German representative in Silesia expressing joy at the result. A telegram from von Simons received in London states that all the towns, especially in the industrial centres, gave an overwhelming majority of German votes. The only Polish majorities are in the country, especially in districts where troops were not sent in time to protect the German population from the "Polish terror."

GERMAN FEARS.

BERLIN, March 21st.

Following the receipt of the Silesian plebiscite results, prices on the Bourse paradoxically slumped. The market was apparently affected by the appearance of the newspapers, which apprehensively pipe a chorus welcoming the aggregate German majority, but nevertheless fearing that the Entente will readjust frontiers in a manner giving Poland districts in which the Poles secured majorities, notably in the south and south-east, some which are exceedingly valuable industrially.

OFFICIAL FIGURES.

BERLIN, March 21st.

Official results published at nine o'clock this morning, regarding the plebiscite in Upper Silesia state that 876,000 voted for Germany and 389,000 for Poland. Two important districts where a Polish majority is likely are missing.

STOCK EXCHANGE DEALINGS.

HONGKONG AND SHANGHAI BANK NOTIFICATION.

LONDON, March 22nd.

In order to overcome difficulties in connection with Stock Exchange dealings in bonds drawn for redemption on a date succeeding the purchase of the bonds but preceding delivery, the Hongkong and Shanghai Bank has notified that arrangements have been made to hold drawings of certain securities on fixed dates, generally the first Tuesday in the month. A number of Chinese Government and railway stocks, also Siamese Government stocks, are specified in this connection.

WRANGEL'S FORCES.

FRENCH GOVERNMENT'S COMMUNICATION.

LONDON, March 21st.

A Constantinople telegram states that the French Government has informed Wrangel that it is unable longer to bear the expense of maintaining the Russian Army at Constantinople, and offered it the following alternatives—firstly, a return to Russia if an amnesty is obtainable from the Soviet; secondly, emigration to South America; thirdly, service in the French Foreign Legion. Wrangel has appealed especially to America to save the last anti-Bolshevist army from dissolution.

NEW MANDATES.

TEXTS PUBLISHED.

LONDON, March 21st.

The text of four new Mandates has been issued. The mandate for German South West Africa is conferred on South Africa; the German possessions in the Pacific south of the equator, except Samoa and Nauru, are conferred on Australia; German Samoa is conferred on New Zealand; and Naura is conferred on Great Britain. All are in identical terms, on the lines of previous mandates, conferring full powers of administration and prescribing the prohibition of slavery, the supplying of natives with alcohol, and forced labour except for essential public works with adequate remuneration. The establishment of military and naval bases and fortifications is engaging attention. The mandatories guarantee religious freedom and will report yearly to the League.

GERMAN TRADE.

PREDICTION REGARDING REVIVAL.

LONDON, March 21st.

In the House of Lords, an immense revival of German trade and prosperity within a not remote period, indicated by the position of German exchange which was an advantage in German attempts to recapture trade and had increased the even remarkable prosperity of many German industrial institutions, was predicted by Lord Birkenhead in a reference to the Reparation Bill, which passed its second reading. He described the Bill as the best method of securing a purpose common to all the Allies and repeated Mr. Lloyd George's statement with regard to the disposal of the proceeds. He believed France and Belgium would act likewise.

ZIONIST APPEAL.

EINSTEIN IN THE DELEGATION TO AMERICA.

LONDON, March 21st.

A Zionist delegation headed by Dr. Weizmann proceeds to America on Thursday to open a £20,000,000 Fund in order to initiate the establishment of a national home in Palestine. The famous Prof. Einstein accompanies the delegation specially to appeal on behalf of the Palestine University Fund.

KRONSTADT REVOLT.

NEW PHASE.

PARIS, March 21st.

The newspapers give prominence to a Reval telegram declaring that the insurgents on Saturday night reoccupied Kronstadt, whither the Revolutionary Committee has returned from Finland. No confirmation is at present available.

BRITISH DIPLOMACY.

"EYES, EARS AND HANDS EVERYWHERE."

PARIS, March 21st.

"Eyes, ears and hands everywhere" was the reference to British diplomacy in the course of a striking tribute paid by M. Lucien Hubert, Chairman of the Foreign Affairs Committee of the Senate. He declared that Great Britain showed skill in winning friends everywhere, having Allies of every political party and group abroad, making use of everything, with no exception of party or doctrine. While British propaganda was based on supporting friends till their final triumph, rescuing them from danger and protecting them in times of stress, he concluded, it would be a fallacy to assume that French diplomacy did not owe a degree of inspiration to these methods, resulting so brilliantly to France's friends across the Channel.

ANGLO-PERSIAN AGREEMENT

STATEMENT IN PARLIAMENT.

LONDON, March 21st.

In the House of Commons, replying to Colonel Wedgwood Benn, Mr. Harmsworth stated that, according to the latest news from Teheran, the new Persian Government did not intend to submit the the Ango-Persian agreement to the Persian Parliament, in which case the agreement might be held to have lapsed.

MEXICAN EAGLE OIL CO.

ASSURANCE TO SHAREHOLDERS.

LONDON, March 21st.

A number of international stock brokers have sent a letter to the Mexican Eagle Oil Company drawing attention to statements in the Press as regards the prospects of the Company. The Company has replied admitting the appearance of water in some of the oilfields, pointing out that this is a normal phenomenon in Mexico. Although small Companies are affected thereby, the Mexican Eagle shareholders have no ground for alarm, since the Company is holding large oil-bearing territories against such eventualities and is at present producing more than the refineries can handle.

ITALIAN CUSTOMS HAUL.

RUSSIAN CROWN JEWELS SAID TO BE INCLUDED.

ROME, March 21st.

A great haul of treasure, of which some, apparently, are from the Russian Jewels, was made by the Custom authorities while searching the trade commission visiting here. The boxes contained a quantity of precious stones and medals, 17 kilograms of silver coin, four and a half kilograms of gold coin, a beautiful necklace, costly gold-embroidered fabrics, and Persian rugs. Less than half the trunks have been searched so far.

U.S. TARIFF BILL.

PRESIDENT HARDING'S VIEWS.

WASHINGTON, March 21st.

At the request of President Harding, whose idea appears to be to avoid any embargo limit in the Bill, on a few items including wheat and wool, the House Ways and Means Committee is sounding the Republican Senators as regards the the feasibility of an early passage of the Emergency Tariff Bill.

The Committee decided in favour of taking up the Tariff Bill and passing it through Congress with a six months' limitation.

U.S. TRANSPORT FACILITIES

COMMITTEE TO STUDY TRADE ROUTES.

WASHINGTON, March 21st.

Mr. Hoover intends to appoint a Committee to study trade routes for American exports, to enquire into the question of rail facilities, harbours and steamship lines and the application of preferential railway rates to a section of the Merchant Marine Act.

BELGIAN MISSION TO AMERICA.

BRUSSELS, March 21st.

The Government has decided to invite Burgomaster Max to undertake a mission to America to congratulate President Harding on his assumption of office.

THE INDIAN BUDGET.

DELHI, March 21st.

The Legislative Assembly has adopted the Budget. Amendments proposing an import tax on silver, and an increase of the Customs import duty to 11½ per cent. were rejected.

MINISTRIES ABOLISHED.

LONDON, March 21st.

In the House of Commons, the Bill abolishing the Ministers of Shipping and Munitions on March 31st was adopted.

OBITUARY.

LONDON, March 21st.

The death is announced of the Right Hon. Sir Algernon West, G.C.B., Director of Northern Assurance, and Member of the Council of Foreign Bondholders.

SCOTTISH LETTER.

WATER POWER AND ELECTRICITY.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, February 2nd.

One singular and as yet insufficiently appreciated result of the development of water power is that it promises, or threatens, to shift the centres and alter the distribution of human activities, wealth and population. This prospect was glanced at in a lecture delivered by Mr. John B. Todd to the Edinburgh Association of Science and Art. Under the conditions operative for a century past, the busy manufacturing towns, the hives of industry, have been planted and grown up with little or no regard to the abundance of water—except, of course, for purposes of navigation—and mainly as the result of contiguity to those modern sources of movement and energy, coal and iron. All this may be profoundly affected by the revelation of the wonderful facility and effect with which the energy that resides in falling water can be turned to the service of man. As the result of the generating and the harnessing of electrical power drawn from her rivers and lakes, Scotland is promised a larger share even than she already possesses in the industrial and commercial movements of the country. No fewer than nine schemes, approved by the Water Powers Resources Committee, will be brought forward in the next session of Parliament for sanction, and these are from the Western Highlands alone. It is a movement, Mr. Todd thinks, which may have the effect of arresting the depopulation of the Highlands. And we are promised that the prosperity may be introduced without seriously marring the beauty of the scenery. The works necessary for the utilisation of water-power require no tall chimneys and produce no smoke. If the schemes in contemplation are carried out "they will produce electrical energy which will more than double the output of the present stations in Scotland." Nor would the creation of new seats of industry destroy the old ones, they would rather feed them. Vicinity to the source of power is indeed an advantage; but long-distance transmission—itself a discovery of the present century—has made it feasible, when a town cannot be moved to the mountains, to bring the strength of the mountains to the town. Edinburgh and Glasgow, Aberdeen and Dundee can draw their power from the hills and the glens.

THE LATE MRS. E. D. SAVILLE.

Mrs. R. D. Saville, who has died in her 91st year at her residence in Hampstead, was the last surviving granddaughter of Henry Mackenzie, "The Man of Feeling." Along with the late Lady Hope Grant, she was in Delhi at the time of the Mutiny, and her brother, Sir A. R. D. Mackenzie, K.C.B., with young Hope Grant (then a lieutenant), left the two ladies in a room with a rifle each, in case the rebels might break in. Her father was a Colonel in the Indian Army, and her uncle was Secretary to the East India Company. Another uncle, Lord Mackenzie, a Senator of the Scottish College of Justice, was married to the eldest daughter of the last Earl of Seaforth, who was a cousin of the new Baron Seaforth. Her brother, still living in India, commanded the Mutiny veterans at the recent Durbar. The only remaining relative of "The Man of Feeling" in Scotland at present is his great-granddaughter, Mrs. Georgeson, the wife of the Rev. F. H. Georgeson, who was minister of St. James's U.F. Church, Glasgow, and is acting minister of Beechgrove Church, Aberdeen.

ACTION AGAINST SCOTS GOLFER.

Mr. T. D. Donaldson, the noted golfer, described as a rubber manufacturer, and residing at 23, Comiston Road, Edinburgh, is being sued for breach of promise in the Court of Session by Miss Marie Catherine Young, violinist, 6, Iona Street, Edinburgh.

THE MEANING OF IT.

An English friend who during his sojourn in Scotland has a point of attending as many Burns suppers as he could secure admission to, says he now understands the significance of the annual function. "It is," he says, "the real St. Andrew's Day. Scotland required a celebration of this kind, and it would have come into existence had there been no poet Burns. Fortunately," he adds, "it is associated with the memory of a good poet, but if there had not been a good one, any other hero would have done as well." Despite the protests of every Scot he meets, he persists in thinking that the celebration has only an accidental connection with literature.

TRANSPORT BY SEA.

There is an interesting sequel to the high railway rates in connection with the Scottish paper trade. The Donside Paper Company, the largest producer of paper for news journals in the North, has chartered the s.s. *Athena* which will in future load regularly with paper at Aberdeen for the Company's customers in Edinburgh and Glasgow. Transport is a big item in the price of paper, and the imperative need at the moment is economy.

A BIG FISH STORY.

The problem of what to do with the Bombay whale, whose stranding is reported in a cable, recalls the great whale that made the mistake of visiting the estuary of the Tay when the Dundee whalers were at home. The whalers promptly harpooned the leviathan, and the carcase was sold to a Mr. Woods, who exhibited it in Dundee, and afterwards took it on tour along the East Coast of Scotland. Mr. Woods was intensely proud of his association with the whale. When Mr. J. L. Toole was fulfilling a Dundee engagement, Mr. Woods approached him in Reform Street, and said:—"I am the man who bought the Dundee whale." "Ah," said Toole, adjusting his eye-glass and studying Mr. Woods, "Do you happen to have it about you?"

THE IRRIGATION OF AMERICA.

Little wonder there is a shortage of whisky in this country. I am told that every ship of a certain Glasgow line sailing to the other side of the Atlantic has carried over 20,000 cases of whisky on each voyage for the last year. At the end of last week the *Cassandra* left for Portland, Maine, and the chief cargo was whisky. Over 40,000 cases are being carried, the shipment being heavier than usual. It is stated that the consignees are in Canada, despite the fact that the whisky is actually landed in America. But where it eventually finds a welcome—well, I leave that to the conjecture of readers.

PERSONALIA.

There is, I hear, every likelihood that that the Prince of Wales may soon become owner of a well-known and attractive estate on Donside. As yet nothing is definitely settled, but negotiations for the purchase are in progress. Last autumn the Queen and Princess Mary paid a visit to Donside and spent an afternoon at Kildrummy Castle, the seat of Colonel Ogston.

When the Earl and Countess of Minto reach Minto House and begin to go to different churches—Lord Minto being a Protestant and Lady Minto a Roman Catholic—they will not be the first members of the Scottish Peerage to go their separate religious ways. Lord and Lady Saltoun, the latter one of the Roman Catholic Grattan-Bellews of County Galway, have gone to different churches throughout a married life extending over 35 years.

The Duke of Atholl will be the new Chairman of the Union Bank of Scotland, in succession to the late Lord Glenconner. The Bank has a long association with the Duke's territorial county of Perth, where over 150 years ago quite a number of banking houses originated. These combined later, as the Perth Banking Company, and afterwards amalgamated with the Union Bank.

Louisa Lady Forbes, whose death is announced, is the widow of the 19th Lord Forbes, the Premier Baron of Scotland, who fought at Waterloo. A hundred years after Waterloo, her grandson served in France with his grandfather's regiment, the Coldstream Guards.

The home-coming of the Earl and Countess of Elgin to Broomhall, in Fifeshire, after their honeymoon at Dunphail, Invernesshire, was marked by some old time Scottish ceremonies. On their arrival, one of the household servants broke a cake of shortbread over the head of the Countess. She enjoyed the incident, but it is doubtful if she was prepared for the next ceremony, when the Earl lifted her in his arms and carried her across the threshold of her new home.

The late Sir Arthur George Macpherson, K.C.I.E., was the youngest son of Dr. Hugh Macpherson, Professor of Greek and Sub-Principal of King's College, Aberdeen. Sir Arthur followed in the footsteps of three brothers who won distinction in the Indian service; and another of his brothers was Professor Norman Macpherson, Professor of Scots Law in Edinburgh University.

Mr. J. M. MacLeod, M.P., Unionist, has intimated that he will not contest the Kelvingrove Division of Glasgow at the next General Election.

Colonel Sir James Craig, Bart. M.P., who has been chosen to lead the Unionist party in the new Ulster Parliament, was educated at Merchiston Castle School, Edinburgh. He played in the fifteen; was a prefect; and had as contemporaries Colonel Ernest Craig-Brown, D.S.O., and Mr. Storer Clouston, the novellist.

YOUNG ULSTER SINN FEINER.

It is a Scoto-Ulsterman, and a schoolmaster, who tells me this story. At a country national school in Antrim a school inspector asked a boy who the Supreme Being was. "Sir Edward Carson," was the reply; and the same answer came from other three scholars. Then a small boy broke the sequence by answering "God," and was sent to the top of the class. An hour later, in the playground, the four young Carsonites were discovered assaulting the new dux, on the ground that he was nothing better than a Sinn Feiner.

NOVEL REDUCTION OF WAGES PLAN.

ALL TO SHARE—EVEN THE DIRECTORS.

Managers of Cornish tin mines that are still working have agreed to meet the men's representatives and discuss the best means of tiding the industry over the present crisis.

After considering the employers' proposals for an all-round wage reduction of 10 per cent., the men's trades union put forward the following alternative:—

Men earning	Proposed reduction.
£3	2½ per cent.
£4	5 "
£5	10 "
£6	15 "
£7	20 "
£8	22½ "
£9	25 "
£10	27½ "

They also proposed that:—

All salaries over £10 be reduced to £27 5s.

Chairmen's and directors' fees be suspended until the mines pay their way.

Landlords be asked to forgo royalties until the mines can pay dividends.

Men on work of an abnormal nature, such as tunnelling, to be exempt from the above reductions.

The employers have expressed agreement with the principle of graduated reductions, and pleasure that the higher-paid men are ready to show consideration for their poorer paid colleagues.

They also agree that the landlords be asked to forgo dues until the mines pay again. But they do not agree to men on special work being exempted from the reductions, nor to directors' fees being entirely suspended, pointing out that directors are as much entitled to remuneration as any other workers.

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SECRET OF LONGER LIFE.

MR. HUXLEY ON THE CONTROL OF GROWTH.

Is it possible to put off the oncoming of senility and lengthen the span of life? This question is raised by investigations into Control of Growth, by Mr. J. S. Huxley, of New and Balliol Colleges, Oxford. In a statement on the subject Mr. Huxley concluded from recent discoveries resulting from biological experiments that a considerable measure of control over the life-cycle of a great many animals, and of man also, will be obtained.

This, he said, was not to be regarded as a presentation by him of a new point of view. What he chiefly desired to emphasize was that our conception of life-processes had been changed by biological experiments.

"The common-sense view of the life-cycle, drawn from the observation of man and familiar animals, is," he declared, "that it proceeds always and inevitably in a definite direction, with a definite plan. The normal life-cycle of man, for instance, is as follows:—The individual starts as a minute single cell, then follows a period of rapid growth accompanied by differentiation, then growth without differentiation, then maturity without growth or differentiation, then senility, and finally death, which supervenes as a natural phenomenon, even if not through disease or accident." Experiments had shown, however, that this process was not irreversible and was not inevitably similar in all animals; that it was possible to modify the rate of growth and the length of the period of growth and thus prolong life.

"It has been shown," Mr. Huxley continued, "that by alternately starving and feeding Planarian flatworms they can be kept not only within certain definite limits of size, as was to be expected, but also within certain definite limits of age. One animal has thus been kept of the same age—that is, in the same lively activity, the same form, the same type of behaviour—for a time during which the rest of the brood have passed through 19 generations, a period which, translated into human terms, would take us back to Chaucer. Thus, age does not merely depend on the lapse of time; it is the expression of internal processes. The elixir of life so long sought in the Middle Ages has at last been found—but, alas! only for flatworms."

As an illustration of reversal in mental life, Mr. Huxley mentioned that in some shell-shock and neurasthenia cases the patients revert to an earlier stage of mental existence, having the minds of children in the bodies of adults. "The most striking case," he said, "was that of an Australian soldier who reverted to the condition of an infant, unable to walk or talk, and incapable of taking any food but milk. This is known as mental regression."

Mr. Huxley held that numerous other examples showed that the apparent irreversibility of the life-cycle was only apparent and that the ordinary type of life-cycle has been adopted as the most convenient, but not as the only possible, method of grappling with existence. In the case of mammals the normal life of rats had been prolonged by about 40 per cent. "Observation of life processes," said Mr. Huxley, in conclusion, "has given way to experiment as the chief method of research, and experiment is leading to control."

THE "OSCILLOPSORE."

MACHINE FOR DETERMINING PATERNITY.

A San Francisco message states that Dr. Albert Abrams, professor of pathology at Standford University, has invented a machine called the "oscillopsore," which, it is asserted, determines whether a man is the father of a child he disclaims. It will also, it is alleged, determine age, race, ancestry, sex, and personal characteristics.

The instrument was demonstrated in the case of a man disclaiming a child, and the mechanism showed that the electronic vibrations of a drop of blood from the child and one from the man synchronished, thus proving, it was declared, that the man was the father.

Legal recognition of the invention depends on whether the judge decides that the evidence is sufficient to force the accused to pay alimony.—Exchange.

"CHAMPION AIR LIAR."

DISMISSED U.S. SERVICE.

New York, February 11th.

According to the verdict of a court-martial at Washington yesterday, Capt. Edmund Chamberlain is the "champion liar" developed by the war. Capt. Chamberlain belonged to the American Marines, and on returning from France thrilled his countrymen by Manchausen tales recounting how he, a solitary American airman, fought and annihilated entire squadrons of enemy planes in Flanders. Like Dr. Cook, of Arctic fame, Capt. Chamberlain lacked data to prove his stories of gallantry and self-sacrifice, and the official inquiry showed that his achievements in the air were chiefly verbal. He is now dismissed the service for "falsehoods and scandalous conduct to the detriment of the naval service."—*Daily Telegraph.*

Men are not specialists in vice any more than women are specialists in virtue.—*Miss Violet Markham.*

The world is governed more and more by co-operation and not by rivalry.—*Major-General Sir F. H. Sykes.*

I have never in my life learnt anything from any man who agreed with me.—*Mr. Dudley F. Malone.*

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TJILEBOET ...	JAPAN	do.	26th Mar.	JAVA
TJILATJAP ...	SHANGHAI	do.	31st Mar.	JAVA
TJIKINI ...	JAVA	28th Mar.	30th Mar.	JAVA

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"ALDERAMIN"	April ...	AMSTERDAM & HAMBURG ...	10th April.
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"ALCOR"	...June ...	ROTTERDAM & HAMBURG ...	20th June.
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SUWA MARU	Friday,	6th May, at 11 a.m.
FUSHIMI MARU (omitting Manila)	Tuesday,	31st May, at 11 a.m.
KATORI MARU	Friday,	17th June, at 11 a.m.

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SADO MARU	Wednesday,	6th Apr., at 11 a.m.
KITANO MARU	Friday,	15th Apr., at 11 a.m.
INABA MARU	Friday,	29th Apr., at 11 a.m.
KAMO MARU	Friday,	13th May, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU	Thursday,	24th March.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Monday,	28th Mar., at 11 a.m.
NIKKO MARU	Tuesday,	19th Apr., at 11 a.m.
AKI MARU	Tuesday,	17th May, at 11 a.m.

NEW YORK via Suez.

AKITA MARU	Friday,	25th March.

SOUTH AMERICAN PORTS via CAPE.

KAWACHI MARU (sailing from Singapore) Wednesday, 11th May.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU	Tuesday,	29th March.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU	Thursday,	24th March.
TOTTORI MARU	Wednesday,	6th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Tuesday,	12th Apr., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU	Wednesday,	23rd March.
KAMO MARU	Thursday,	31st Mar. at 11 a.m
KAMAKURA MARU	Tuesday,	12th April.
IYO MARU	Friday,	15th Apr. at 11 a.m.

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KING'S SPEECH.

UNEMPLOYMENT.

GOVERNMENT ECONOMY.

His Majesty's speech from the throne at the opening of Parliament on February 15th, was in the following terms:—

MY LORDS AND MEMBERS OF THE HOUSE OF COMMONS,

My relations with Foreign Powers continue to be of a friendly nature. Conferences will be held at an early date in London, which will be attended by our Allies in the late war and also by representatives of Germany and Turkey. I earnestly trust that by this means further progress will be made in giving effect to the Treaties of Peace, in re-establishing concord in Europe, and in restoring tranquillity in the Near East. It is my hope that the negotiations for a trade agreement with Russia will also be brought to a successful conclusion.

The Duke of Connaught has inaugurated the new Councils in India, and I pray that the assumption by my subjects in India of new political responsibilities may secure progress in administration and an early appeasement of political strife.

The policy of my Government in regard to Egypt, following upon the investigations of the Special Mission appointed in 1919, will be laid before you.

I am glad to say that arrangements have been made to renew that personal consultation between my Ministers here and their colleagues overseas, which produced such good results during the last two years of the war and during the Peace settlement. I hope that the Prime Ministers of Canada, Australia, New Zealand, the Union of South Africa, and Newfoundland, as well as representatives of India, will be able to visit this country during the coming summer. I am confident that the discussions to take place during their visits will be of the utmost value in bringing about co-ordination, both in the external and internal policy of the Empire.

MEMBERS OF THE HOUSE OF COMMONS,

The estimates for the Services in the coming year will be laid before you in due course, and these estimates will reflect the determination of the Government to reduce expenditure to the lowest level consistent with the well-being of the Empire. The war has left upon the nation liabilities which can only be met by heavy taxation, but it is imperative in the interest of an early revival of trade and industry that this burden should be reduced to the utmost.

MY LORDS AND MEMBERS OF THE HOUSE OF COMMONS,

The situation in Ireland still causes me distress. A misguided section of the Irish people persist in resorting to methods of criminal violence, with the object of establishing an independent Republic. Neither Irish unity nor Irish self-government can be attained by this means. The arrangements for bringing into force the Government of Ireland Act are now well advanced, and I earnestly trust that in the near future the majority of the people will show their determination to repudiate violence and to work an Act which confers upon them the responsibilities of self-government, and provides the machinery whereby they can attain to Irish unity by constitutional means.

In view of the onerous programme of legislation which was set before you during last year, it is the intention of my Ministers to lighten as far as possible the business of the coming session. The most pressing problem which confronts you is that of unemployment, consequent upon a world-wide restriction of trade, and this may be alleviated, but cannot be cured, by legislative means. This problem, with its acute and distressing consequences for hundreds of thousands of our fellow-citizens, is receiving the constant and anxious attention of my Ministers, with the object both of reviving trade and prosperity and in the meantime of assisting those who are unfortunately unemployed. You will be invited to pass a bill extending the provision which is made for the unemployed under the Unemployment Insurance Act. A measure will also be introduced into the House of Commons to deal with the safeguarding of essential key industries of the country and with certain aspects of unfair and abnormal industrial competition. I earnestly trust that these efforts will be seconded by loyal and frank co-operation between employers and employed, for it is through the co-operation of capital and labour in a spirit of mutual trust and confidence that an easy solution of this grave problem is to be found.

It is proposed that the forthcoming removal of control over the home price and export quantities of coal shall be followed at the earliest possible moment by the complete restoration of the industry to its normal condition of freedom.

In accordance with the intention expressed in the Ministry of Transport Act, a Bill will be submitted to you for the reorganisation of the railways of Great Britain.

Bills will be laid before you dealing with the completion of land purchase in Ireland, and also for facilitating Church union in Scotland.

A Bill will also be presented dealing with the sale of alcoholic liquor in the light of the experience gained during the war.

My Ministers further trust that the work of the Committee now examining the question of the Reform of the Second Chamber will be finished in time to permit of proposals being submitted to Parliament during the course of the present Session.

And I pray the blessing of Almighty God rest upon your deliberations.

Wireless telephony is coming to the fore. In Karachi military operators, working with a portable instrument with a nominal range of 60 miles, have talked to Lahore and to a ship 258 miles from land.

WEATHER REPORT.

March 22nd, 8 a.m.: 12.13.—Pressure has increased considerably at Vladivostock and over Japan, and moderately at Weihaiwei. Changes since yesterday are small at other reporting stations.

An anti-cyclone is central near Weihaiwei and a depression is shown over S.W. China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 2.70 inches against an average of 5.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	S.E. winds, moderate; cloudy, some rain.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Tamboka	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

MARCH 22ND, 1921.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind. Direction.	Wind. Force.	Weather.
Vladivostock	6 a.	29.84	25	—	NW	1	b
Nemuro	5 a.	29.45	—	—	WNW	2	—
Hakodate	„	29.53	—	—	W	2	—
Tokio	„	29.20	—	—	NW	1	—
Kochi	„	29.20	—	—	NNW	1	—
Nagasaki	„	29.98	—	—	—	0	—
Kagoshima	„	29.94	—	—	—	0	—
Oshima	„	29.83	—	—	—	0	—
Naha	„	29.83	—	—	—	0	—
Ishigakijima	„	29.88	—	—	ENE	1	—
Bonin Island	„	29.86	—	—	—	0	—
Weihaiwei	8 a.	30.20	33	90	W	1	b
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	30.03	43	84	NE	4	o
Gutzlaff	„	29.96	43	100	ENE	6	o
Sharp Peak	7 a.	29.79	60	93	—	0	of
Amoy	6 a.	29.81	63	94	—	0	of
Swatow	„	—	—	—	—	—	—
Taihoku	„	29.84	68	98	—	0	o
Taiohu	„	29.85	70	—	SSE	2	b
Tainan	„	29.82	68	—	ESE	2	b
Koshun	„	29.82	72	—	N	2	b
Pescadores	„	29.84	73	—	S	4	o
Canton	„	29.80	73	94	E	2	o
Hongkong	„	29.81	73	94	NW	1	of
Gap Rock	„	—	—	—	—	—	—
Macao	„	29.80	73	94	SSE	4	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	7 a.	29.78	72	98	SSE	4	rf
Tourane	„	29.75	72	—	S.W	6	o
Cape St. James	„	29.81	75	—	ENE	2	o
Aparri	6 a.	29.84	73	91	—	0	b
Dagupan	„	—	—	—	—	—	—
Manila	„	29.85	72	91	E	1	b
Legaspi	„	29.84	79	87	NE	2	b
Tacloban	„	29.82	73	98	—	0	b
Iloilo	„	29.81	75	96	E	1	b
Surigao	„	29.84	75	96	—	0	o
Gemm	4 p.	29.86	—	—	ENE	1	o
Labuan	6 a.	29.77	80	91	SW.	2	b

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.

2. TEMPERATURE, in the shade, in degree Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN, in inches, t tenths and hundreds.

T. F. CLAXTON, *Director.*

SUNRISE AND SUNSET.

HONGKONG TIMES FOR MARCH.

Date.	Sunrise.	Sunset.
March 23rd,	6.25 a.m.	6.36 p.m.
March 24th,	6.24 a.m.	6.36 p.m.
March 25th,	6.23 a.m.	6.36 p.m.
March 26th,	6.22 a.m.	6.37 p.m.
March 27th,	6.21 a.m.	6.37 p.m.
March 28th,	6.21 a.m.	6.37 p.m.
March 29th,	6.20 a.m.	6.37 p.m.
March 30th,	6.19 a.m.	6.38 p.m.
March 31st,	6.17 a.m.	6.38 p.m.
April 1st,	6.16 a.m.	6.38 p.m.

T. F. CLAXTON,
Director,
Royal Observatory.

HONGKONG TIME SIGNALS.

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m. except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The Ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time it will be lowered at 5 minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the Time Ball be out of order the above routine will be carried out with the flag "Z," on the Storm Signal mast.

Time Signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8.56.0 to 9.0.0. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 30th, 32nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours East of Greenwich).

INDO-CHINA

STEAM NAVIGATION COMPANY LIMITED

SAILINGS SUBJECT TO ALTERATION

SHANGHAI & TSINGTAU via SWATOW	"CHOYSANG"	Wed.,	23rd Mar.,	Noon.
MANILA	"YUENSANG"	Thurs.,	24th Mar.,	3 p.m.
BANGKOK via SWATOW	"KWONGENG"	Fri.,	25th Mar.,	D'light.
SANDAKAN	"HINSANG"	Sat.,	26th Mar.,	Noon.
STRAITS CALCUTTA	"LAISANG"	Sat.,	26th Mar.,	3 p.m.
KOBE via SHANGHAI	"KWAISANG"	Tues.	29th Mar.,	D'light.
HAIPHONG via HOIHOW	"LOKSANG"	Wed.,	30th Mar.,	9 a.m.

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HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

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S.S. "LAISANG" will be despatched on or about **Saturday, Mar. 26th,** 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

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OUTWARDS.

Vessel	Due Hongkong
S.S. "GLENIFFER"	12th April.
S.S. "GLENGYLE"	28th April.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENARIFFE"	30th Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Tel. No. 21 sub 5 or 23 and 3696. 162

Cable Address: Kawakisen, Kobe.

Bentley's A.B.C. 5th Ed. and Scott's Codes.

Telephone: Kawasaki 2344, 2345.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP - - - - Y20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ARA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

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And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 8,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

87] No. 8, BURD, KOBE.

SHIPPING NEWS

ARRIVALS.

March 21st.

Kaifa, French str., 386 tons, Capt. Roses, from Pakhoi, with a general cargo.—Kai Yee.

Wingchow, Chinese str., 313 tons, Capt. Kwok Shan, from Hoihow, with a general cargo.—Eastern Nav. Co.

March 22nd.

Borneo Maru, Japanese str., 2,458 tons, Capt. Hidaka, from Moji, with a general cargo.—Dodwell & Co.

Celebes Maru, Japanese str., 4,262 tons, Capt. Kurimura, from Singapore, with a general cargo.—O.S.K.

Chaksang, British str., 1,470 tons, Capt. M. Courbury, from Singapore, with a general cargo.—J.M. & Co.

Hanoi, French str., 730 tons, Capt. Novet, from Haiphong, with a general cargo.—Lapicque & Co.

Hong Hwa, British str., 1,924 tons, Capt. McKenzie, from Singapore, with a general cargo.—Seug Soon Hong.

Hwah Chie, Chinese str., 1,200 tons, Capt. Rapley, from Saigon, with rice.—Soon Seng.

Kasping, French str., 177 tons, Capt. Alexis, from Pakhoi, with a general cargo.—Seug Kee.

Kwangtah, Chinese str., 1,536 tons, Capt. C. Stewart, from Shanghai and Swatow, with a general cargo.—C.M.S.N. Co.

Nagato Maru, Japanese str., 5,900 tons, Capt. K. Kurihara, from Singapore, with a general cargo.—N.Y.K.

Nichiren Maru, Japanese str., 1,189 tons, Capt. Funahashi, from Canton.—M.B.K.

Pembrokeshire, British str., 7,821 tons, Capt. W. H. Lewis, from London, with a general cargo.—J.M. & Co.

Sapporo Maru, Japanese str., 1,323 tons, Capt. Y. Kanata, from Bangkok, with rice.—M.B.K.

Sinkiang, British str., 1,616 tons, Capt. W. Puckett, from Canton, with a general cargo.—B. & S.

Sonku Maru, Japanese str., 1,001 tons, Capt. K. Fukue, from Taku, with a general cargo.—O.S.K.

Tean, British str., 1,351 tons, Capt. McDonald, from Shanghai and Swatow, with a general cargo.—B. & S.

Telamon, British str., 2,840 tons, Capt. Glossop, from Nanking, with a general cargo.—B. & S.

Trieste, Italian str., 3,332 tons, Capt. Tarabrubia, from Singapore, with a general cargo.—Dodwell & Co.

Tomashima Maru, Japanese str., 888 tons, Capt. Miyazaki, from Keelung, with coal.—M.B.K.

Urusan Maru, Japanese str., 1,729 tons, Capt. Mashimoto, from Pukow, with coal.—Sato & Co.

Yesaki Maru, Japanese str., 2,750 tons, Capt. Shinyo, from Cheribon, with a general cargo.—Suzuki & Co.

CLEARANCES.

March 22nd.

Asia, for Saigon.
Borneo Maru, for Haiphong.
Celebes Maru, for Kobe.
Chefoo, for Huiphong.
Changsa, for Hoihow.
Colombo, for Shanghai.
Hong Hwa, for Amoy.
Hwahwa, for Shanghai.
Kobe Maru, for Shanghai.
Komagata Maru, for Port Parceval.
Kung Ping, for Shanghai.
Linan, for Swatok.
Nagato Maru, for Shanghai.
Nanking, for Manila.
Nichiren Maru, for Hangay.
Pembrokeshire, for Shanghai.
Shinzin Maru, for Moji.
Sinkiang, for Amoy.
Tean, for Canton.
Telamon, for Saigon.
Teopao, for Haiphong.
Tomashima Maru, for Keelung.
Trieste, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Trieste* (Lloyd Triestino):—Mr. and Mrs. O. Huech, Mr. J. M. Hansen, Mr. M. Nicola, Miss M. C. Jevons, Mr. J. Lems, Mr. C. S. Hadley, Miss. E. Williams.

Per s.s. *Pembrokeshire*, from London: Mr. Christensen, Mr. T. H. Baines, Mr. A. J. Henry, Mr. G. Sinclair, Mrs. Blagden, Miss Ross, Master Blagden, Mr. and Mrs. Shen.

Per s.s. *Nagato Maru*, from Singapore: Mr. H. Gunther, Mr. D. Nubotter, Mr. E. Urnausky, Mr. T. Mizutni.

Per s.s. *Empress of Japan*, on March 22nd:—Mrs. Wm. Anderson, Mr. and Mrs. Morris Adler, Mr. J. Anderson, Mrs. Jennie Brady, Miss Virginia C. Brady, Mr. H. M. Broady, Mr. and Mrs. R. M. Bartlett, Mr. J. Blaine, Mr. R. Brown, Mr. and Mrs. J. M. Byrnes, Mrs. D. Couper, Miss Nellie Cutler, Mrs. M. Clark, Miss Crispin, Mr. C. Crispin, Mr. and Mrs. Jas Dalziel, Mr. J. G. Dick, Mr. P. G. Elliott, Capt. F. L. Edge, Mrs. L. T. Easton, Mr. T. S. Forrest, Mrs. Lily Fleishmann, Mr. J. Fleishmann, Jr., Mr. John Gray, Miss J. Hall, Mr. J. Hope, Mr. G. Hashidzume, Mr. C. C. Havens, Mr. J. D. Humphreys, Mr. A. E. Lindfield, Mr. A. C. Matthews, Miss I. B. Matthews, Mr. P. Matthiessen, Mr. Donald Neilson, Mr. and Mrs. J. Victor Pinnell, Mr. J. W. Potter, Mr. and Mrs. J. A. Pennuyzen, Miss J. P. Rubio, Master Richard Rountree, Miss Barbara Mountree, Mrs. J. Rountree, Mr. M. K. Suganunia, Mr. Eric W. Straight, Mr. C. E. Stone, Mr. G. Stairs, Mr. Louis D. Stone, Mr. M. F. Semanko, Mr. H. Takayama, Mr. J. M. Fraliek, Mr. K. Tsujii, Mrs. Francis Weiss, Mr. Fadelieff, Mr. Hashirin and Mr. Pedder.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Calcutta Maru* (Bombay line) left Kobe for this port *viâ* Moji on March 21st, and is expected here on March 28th.

The s.s. *Telemachus* (Blue Funnel line) left Suez on March 19th for Hongkong, and is due here on April 12th.

The B.I. & Apcar line s.s. *Tanda* left Amoy for this port yesterday afternoon, and is due here to-day about 4 p.m.

The P. & O. s.s. *Kashmir* left Shanghai for this port on the 22nd instant at 8 a.m., and is due here on the 24th inst. about 5 p.m.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due April 17th.
Akita Maru (N.Y.K.), from Japan, due March 24th.
Antilochus (Blue Funnel), due March 24th.
Awa Maru (N.Y.K.), from Liverpool, due April 24th.
Bowes Castle (Barber line), Dodwell & Co., agents, from New York, due May 12th.
Benavon (Ben line), due March 24th.
Cadaretta (Admiral line), from Saigon, due about April 5th.
Coaxet (Admiral line), from Portland Ore, due about April 5th.
Crosskeys (Admiral line), from Seattle, Wash., due about April 6th.
Eurayades (Blue Funnel), due April 30th.
Eurysalus, due 25th inst.
Hector (Blue Funnel), due May 4th.
Iyo Maru (N.Y.K. European), from London, due April 14th.
Kamakura Maru (N.Y.K.), from Liverpool, due April 10th.
Lake Onawa (Admiral line), from Saigon, due about March 25th.
Muroran Maru (N.Y.K.), due from Japan, on March 23rd.
Machaon (Blue Funnel), due May 8th.
Pyrrhus (Blue Funnel line), due April 2nd.
Telemachus (Blue Funnel), due April 10th.
Torilla (B.I. & A.L.), due March 23rd.

VISITORS AT HOTELS

HONGKONG HOTEL.

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Mr J. Arnold
Mrs Ashcraft
Mr M. D. Asbell
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Mr Mrs G. H. M. Bannerman
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Mr Geo. Maitland
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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 22nd

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.80	29.81	29.81
Temperature ...	79	73	81
Humidity ...	75	94	73
Wind Direction	South	NW	South
Force ...	2	1	2
Weather ...	o	of	oq
Rain	—	—	—

Highest open-air Temperature on 21st ...79
Lowest open-air Temperature on 22nd... 73

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK via SUEZ	Akita Maru	Jap	Nippon Yusen Kaisha	On 25th inst.
NEW YORK & BALTIMORE	Eurana	Am.	Struthers & Dixon, Inc.	On 26th inst.
NEW YORK via BOSTON	Laertes	Brit.	The Bank Line, Ltd.	On 27th inst.
NEW YORK & or BOSTON via SUEZ CANAL	Egremont Castle	Brit.	Dodwell & Co., Ltd	About 6th Apr.
BOSTON & NEW YORK via SUEZ	Mongolian Prince	Brit.	Furness, (Far East) Ltd.	On 15th Apr.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	Colombia	Am.	Pacific Mail S.S. Co.	On 22rd inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 30th inst
SAN FRANCISCO via SHANGHAI & JAPAN, &c	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 3rd Apr.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 21st Apr.
SAN FRANCISCO via DAIREN & JAPAN, &c.	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 27th Apr.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Wheatland Montana	Am.	The Admiral Line Pacific S.S. Co.	About 27th inst
SEATTLE & VANCOUVER	Delight	Am.	Struthers & Dixon, Inc.	On 15th Apr.
SEATTLE, TACOMA, VICTORIA VANCOUVER &c.	West Jappa	Am.	Frank Waterhouse & Co.	About 15th inst.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c	Kashima Maru	Jap.	Nippon Yusen Kaisha	On 20th Apr., at 11 A.M.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Asia	Brit.	Canadian Pacific O. S. Ltd.	On 31st inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Montcagle	Brit.	Canadian Pacific O. S. Ltd.	On 7th Apr.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 8th Apr.
VICTORIA, SEATTLE & VANCOUVER	Tyndareus	Brit.	Butterfield & Swire	On 13th Apr.
MARSEILLES & LONDON via S'PORE, P'ANG &c.	Kashimr	Brit.	P. & O.-B. I. & A. L.	On 26th inst., at 11 A.M.
MARSEILLES via HAIPHONG, SAIGON, S'PORE &c.	Cordillere	Fren.	Messageries Maritimes	About 28th inst.
GENOA, LONDON & ROTTERDAM	Glenapp	Brit.	Jardine, Matheson & Co., Ltd	About 25th inst.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Kt. of the Garter	Brit.	Butterfield & Swire	On 28th inst.
LONDON, ANTWERP & ROTTERDAM &c.	Shunko Maru	Jap	Osaka Shosen Kaisha	On 24th inst.
LONDON, AMSTERDAM, ROTTERDAM & HAMBURG	Vigo	Brit	The Bank Line, Ltd.	On 4th Apr.
LONDON, AMSTERDAM & ANTWERP	Ningchow	Brit.	Butterfield & Swire	On 5th Apr.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Sado Maru	Jap.	Nippon Yusen Kaisha	On 6th Apr., at 11 A.M.
LONDON, AMSTERDAM & ANTWERP	Atreus	Brit.	Butterfield & Swire	On 19th Apr.
HAVRE & LIVERPOOL	Idomeneus	Brit.	Butterfield & Swire	On 13th Apr.
PORTLAND	Montague	Am.	The Admiral Line Pacific S.S. Co.	About 26th Apr.
HAMBURG, AMSTERDAM LONDON & ROTTERDAM	Mito Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
SOUTH AMERICAN PORTS via CAPE	Kawachi Maru	Jap.	Nippon Yusen Kaisha	On 11th May.
AMSTERDAM & HAMBURG	Alderamin	Dut.	Java-China-Japan-Lijn	On 15th Apr.
LOS ANGELES, CALIFORNIA U.S.A.	West Hika	Am.	Los Angeles Pacific Nav. Co.	On 3rd Apr.
BOMBAY & COLOMBO via SINGAPORE	Calcutta Maru	Jap.	Nippon Yusen Kaisha	On 29th inst.
BOMBAY & COLOMBO	Kasado Maru	Jap.	Osaka Shosen Kaisha	On 5th Apr.
BOMBAY via STRAITS & COLOMBO	Dunera	Brit.	P. & O.-B. I. & A. L.	About 14th Apr.
STRAITS & CALCUTTA	Laisang	Brit.	Jardines, Matheson & Co., Ltd.	On 26th inst., at 3 P.M.
SINGAPORE	Nile	Am.	China Mail S.S. Co., Ltd.	On 3rd Apr
SINGAPORE, PENANG, C'BO, BRINDISI VENICE, &c.	Trieste	Brit.	Dodwell & Co., Ltd.	About 20th Apr
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan-Lijn	—
CALCUTTA & RANGOON via SINGAPORE & PENANG	Muroran Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
CALCUTTA via STRAITS & RANGOON	Tanda	Brit.	P. & O.-B. I. & A. L.	On 24th inst., at 10 A.M.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 26th inst., at Noon.
AUSTRALIAN PORTS vi MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 28th inst., at 11 A.M.
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 30th Apr.
AUSTRALIAN PORTS	Eastern	Brit.	P. & O.-B. I. & A. L.	About 9th Apr.
AUSTRALIAN PORTS via MANILA	Hwah Ping	Chi.	The China & Australia S.S. Co.	On 9th Apr.
BUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c.	Mexico Maru	Jap.	Osaka Shosen Kaisha	On 14th Apr.
VAL PARAISO via JAPAN, HONOLULU, SAN FRISCO &c.	Hayo Maru	Jap.	Toyo Kisen Kaisha	On 9th Apr.
KOBE via SHANGHAI	Kwaisang	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst., ab D'light.
NAGASAKI, KOBE & YOKOHAMA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 12th Apr., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	Nagato Maru	Jap	Nippon Yusen Kaisha	On 23rd inst.
SHANGHAI	Sunning	Brit.	Butterfield & Swire	On 24th inst, at Noon.
SHANGHAI & TSINGTAO	Choysang	Brit.	Jardine, Matheson & Co Ltd.	On 26th inst., at 3 P.M.
SHANGHAI & TSINGTAO	Yingchow	Brit.	Butterfield & Swire	On 27th inst., at D'light.
SHANGHAI & JAPAN	Sondan	Brit	P. & O.-B. I. & A. L.	About 29th inst.
SHANGHAI, KOBE & YOKOHAMA	Amazone	Fren.	Messageries Maritime	About 4th Apr.
SWATOW & BANGKOK	Chengtu	Brit.	Butterfield & Swire	On 29th inst, at 10 A.M.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 24th inst., at 12 Noon
SWATOW, AMOY & FOOCHOW	Hailoong	Brit.	Douglas Lapraik & Co.	On 28th inst., at 1 P.M.
KEELUNG via SWATOW & AMOY	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 27th inst.
TAKAO via SWATOW & AMOY	Soshu Maru	Jap.	Osaka Shosen Kaisha	On 25th inst.
MANILA	Yuensang	Brit.	Jardine, Matheson & Co., Ltd	On 24th inst., at 3 P.M.
MANILA	Nanking	Am.	China Mail S.S. Co., Ltd.	On 4th June.
HAIPHONG via HIOHOW	Lokzang	Brit.	Jardine, Matheson & Co., Ltd	On 23rd inst., at 10 A.M.
HOIHOW, PAKHOI & HAIPHONG	Kaifong	Brit.	Butterfield & Swire	On 2nd Apr., at 10 A.M.
SAIGON, BANGKOK & SINGAPORE	Kishu Maru	Jap.	Osaka Shosen Kaisha	On 1st Apr.
SAIGON, SINGAPORE, SUMATRA & JAVA PORTS	Cadaretta	Am.	The Admiral Line Pacific S.S. Co.	On 5th Apr.
JAVA	Borneo Maru	Brit.	Dowell & Co., Ltd.	About 24th inst.
JAVA	Tjileboet	Dut.	Java-China-Japan Lijn	On 26th inst.

CPOS

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki, (*Moji). Kobe & Yokohama

Steamers	From Hongkong	Due Vancouver
EMPRESS OF ASIA	Mar. 31	Apr. 18
*MONTEAGLE	Apr. 7	May 1
EMPRESS OF RUSSIA	Apr. 28	May 16
EMPRESS OF JAPAN	May 17	June 7
EMPRESS OF ASIA	May 26	June 13
*MONTEAGLE	June 14	July 8
EMPRESS OF RUSSIA	June 23	July 14
EMPRESS OF JAPAN	July 7	July 23
EMPRESS OF ASIA	July 21	Aug. 8
EMPRESS OF RUSSIA	Aug. 18	Sept. 5
*MONTEAGLE	Aug. 23	Sept. 16

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are so congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to

HONGKONG OFFICE.

Telephone 7325. Cable address: CACANPAC

CANADIAN PACIFIC OCEAN SERVICES, LTD.

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S "NILE"
May 18th	March 30th	April 21st

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" - - - - - June 4th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA"	S.S. "NILE"
April 30th	April 3rd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT, PRINCE'S BUILDING, ICE HOUSE STREET.

TELEPHONE, PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. & AGENT. No. 2161.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	23,000	April 3rd.
SHINYO MARU	22,000	April 27th.
† ‡ PERSIA MARU	9,000	May 14th.
KOREA MARU	20,000	May 25th.
† SIBERIA MARU	20,000	June 10th.

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES

STEAMERS	TONS	LEAVE HONGKONG
* HAYO MARU	12,000	April 9th.
SHINYO MARU	14,000	May 12th.
* TOKUYO MARU	12,000	June 10th.
RAKUYO MARU	17,500	July 11th.

* Cargo only

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER, King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

MESSRS. T. R. GRIFFITH, LTD. [24

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE

Freight and Passenger.

FOR SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS AND HONOLULU

AMERICAN STEAMERS

"COLOMBIA"	Wednesday, March	23rd.
"VENEZUELA"	Wednesday, April	20th.
"GOLDEN STATE"	About Monday, April	25th.

PANAMA SERVICE

Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only

FOR SHANGHAI

FOR CALCUTTA via SINGAPORE, PENANG, AND RANGOON.

S.S. "LAKE FIELDING" ... ... March 30th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the ce Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL SS. CO.

Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong. 36

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

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"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG
s.s. "VIGO" ... 4th April.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG
s.s. "KIOTO" ... ... 16th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to RUSS & Co., CANTON.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW and SINGAPORE ...	"LINAN"	On 23rd March, D'light.
SHANGHAI	"TEAN"	On 24th March, Noon.
SHANGHAI	"SUNNING"	On 26th March, Noon.
SHANGHAI & TSINGTAO ...	"YINGCHOW" ...	On 27th March, D'light.
SWATOW and BANGKOK ...	"CHENGTU" ...	On 29th March, 10 A.M.
HOIHOW, PAKHOI & H'PHONG	"KAIFONG"	On 2nd April, 10 A.M.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36, 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	THURSDAY,	Mar. 24th, at 12 Noon.
"HAILOONG"	Capt. W. Couper	MONDAY,	Mar. 28th, at 1 P.M.

* Calling at Swatow for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" ...11,000	... On or about 4th April
	"ANDRE LEBON" 20,000	... On or about 27th April.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"CORDILLERE" ...10,000	... On or about 28th March.
	"CHILI" 10,000	... On or about 14th April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA including NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	9,000	26th Mar. 11 A.M.	Marseilles, London & Antwerp
"NANKIN"	7,000	5th Apr.	do.
"DUNERA"	5,414	14th Apr.	S'pore, Colombo, & Bombay.
"KHYBER"	9,000	15th Apr.	Marseilles, London & Antwerp
"SOUDAN"	7,000	29th Apr.	do.
"DILWARA"	5,400	3rd May.	Singapore, Colombo & Bombay.
"NAGOYA"	7,000	13th May.	Marseilles, London & Antwerp
"PLASSY"	7,346	10th June.	do.
"DELTA"	8,000	24th June.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	6,956	24th Mar. 10 A.M.	Calcutta via S'pore, P'ang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	9th April	Sandakan, Thursday Island
"KANOWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TORILLA"	5,200	24th Mar.	Amoy, Shanghai & Japan.
"SOUDAN"	6,696	29th Mar.	Shanghai & Japan.
"DUNERA"	5,400	30th Mar.	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the portion of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"SHUNKO MARU" ... ... Thursday, 24th March.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.
"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"KASADO MARU" ... ... Tuesday, 5th April.
"INDUS MARU" ... ... Sunday, 10th April.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
* "KISHU MARU" ... ... Friday, 1st April.
* Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARABIA MARU" ... ... Friday, 8th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
ONE STEAMER ... ... Middle of April.

NEW ORLEANS LINE.
"CELEBES MARU" ... ... Wednesday 23rd March.
ONE STEAMER ... ... Middle of April.
Taking Cargo to Frisco, Panama Zone & Cuba.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.
"SOURAYABA MARU" ... ... Monday, 28th March.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU" ... ... Sunday, 27th Mar.

TAKAO VIA SWATOW & AMOY
"SOSHU MARU" ... ... Friday, 25th Mar

For sailing dates and further particulars please apply to—

Y. YASAUDA, Manager,
Tel. Nos. 744 & 745. No. 1, Queen's Building. [30

AUSTRALIAN ORIENTAL LINE.

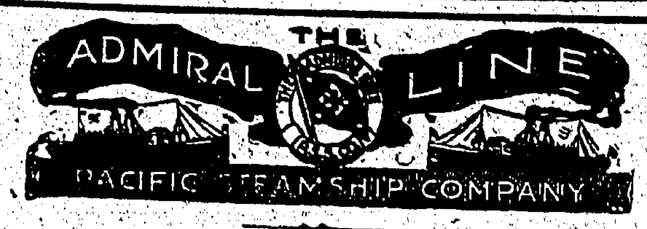
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	25th April	30th April.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [30



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, B.C. & SEATTLE, WASH.
(Calling at Shanghai & Japan Ports).

S.S. "WENATCHEE"	Sailing	May 14th
S.S. "KEYSTONE STATE"	Sailing	June 18th
S.S. "WENATCHEE"	Sailing	July 25th
S.S. "KEYSTONE STATE"	Sailing	Aug. 30th

Information regarding rates, accommodation etc., Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [662

THE ADMIRAL LINE

Operating the following U.S. Shipping Board Steamers.

TRANS-PACIFIC FREIGHT SERVICE.

FOR SEATTLE, TACOMA, VICTORIA & VANCOUVER.
(Calling at Shanghai, Dairen and Japan Ports)

"WHEATLAND MONTANA"	Freights Only...About March 27th.
"CROSSKEYS" ...	do. About April 21st.

FOR MANILA

"CROSSKEYS"	April 9th.

FOR PORTLAND DIRECT.
(Calling at Kobe and Yokohama).

"MONTAGUE"	Freight only About April 26th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.
Telephone 2477 & 2478. Fifth Floor, Hotel Mansions. [71

THE ADMIRAL LINE

THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA JAVA PORTS

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

GLYMONT	For SINGAPORE Direct...	Mar.	30th.
CADARETTA	... ...	April	10th.
LAKE FARRAR	... ...	April	20th.
LAKE ONAWA	... ...	May	19th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE,
5th FLOOR, HOTEL MANSIONS BUILDING.
Tel. Add.: ADMIRALINE. Telephone 2477 & 2478.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

WM. MY. WEBB, ... April 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

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STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE
"Kurana" ... ... 26th March

To SAN FRANCISCO (via) MANILA

To SEATTLE & VANCOUVER
"West Ivis" ... ... 28th March

Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3008.

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POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Straits	*Nagata Maru* ...	22rd inst.
Shanghai	*Yingchow*	23rd inst.
Straits	*Torilla*	23rd inst.
Japan	*Muroran Maru* ...	24th inst.
Japan	*Abi Maru* ...	24th inst.
Shanghai	*Kashmir*	25th inst.
Straits	*Euryalus*	26th inst.

OUTWARD MAILS.

For	Per	Date
Shanghai, North China, Japan Honolulu, Canada, U.S.A. Central and South America, and *EUROPE via SAN FRANCISCO	*Colombia* ...	Wednesday, 23rd, 8.30 A M
Haiphong, Java & Port Moresby via Batavia	*Borneo Maru* ...	Wednesday, 23rd, 8.00 A M
Haiphong	*Teopao*	Wednesday, 23rd, 8.00 A M
*Dairen *Japan and *San Francisco	*Celebes Maru*	Wednesday, 23rd, 9.00 A M
Takao	*Tama Maru* ...	Wednesday, 23rd, 11.00 A M
Swatow, *Shanghai and *North China	*Choysang*	Wednesday 23rd, 11.00 A M
Pakhoi and Haiphong	*Kaiping*	Wednesday, 23rd, 5.00 P M
Straits, *Bangkok, Calcutta and Aden ...	*Tanda*	Thursday, 24th, 8.30 A M
Swatow, Amoy, and Foochow	*Hai Hong* ...	Thursday, 24th, 11.00 A M
*Shanghai, and *North China ...	*Sunning*	Thursday, 24th, 11.00 A M
Saigon	*Wing Shing* ...	Thursday, 24th, 11.00 A M
Shanghai, and North China	*Tean*	Thursday, 24th, Noon
Straits and *Bangkok	*Haitan* ...	Thursday, 24th, 2.00 P M
Philippine Islands	*Yuensang* ...	Thursday, 24th, 3.30 P M
Swatow	*Hydrangea* ...	Thursday, 24th, 4.30 P M
Bamshui and Wuchow	*Tai Ming* ...	Thursday, 24th, 5.00 P M
*Swatow and Bangkok	*Kwong Eng* ...	Thursday, 24th, 5.00 P M
Fort Bayard, Hoihow and Haiphong ...	*Hanoi*	Friday, 25th, 9.00 A M
Shanghai and North China	*Whangpu*	Friday, 25th, 9.00 A M
Dalny	*Tsibodas*	Friday, 25th, 9.00 A M
Swatow, Amoy and Takao	*Soshu Maru* ...	Friday, 25th, 9.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, Aden and EUROPE via MARSEILLES ... The Parcel Mail will be closed on Thursday, at 24th Mar., 5 p.m.	*Kashmir* ...	Saturday, 26th, Registration ... 8.00 A M, Letters ... 9.30 A M
Shanghai, N. China	*Yingchow* ...	Saturday, 26th, 9.00 A M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"NINGCHOW" 5TH APR. London, Amsterdam & Antwerp.
"ATREUS" 13TH APR. London, Amsterdam & Antwerp.
"ELPENOR" 26TH APR. London, Rotterdam & Hamburg.
"PYRRHUS" 3RD MAY London, Amsterdam & Antwerp.
"DEMODOCUS" 17TH MAY London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"KT. OF THE GARTER" 30TH MAR Genoa, M'illes, L'pool & G'gow.
"IDOMENEUS" 13TH APR. Havre & Liverpool.
"AJAX" 19TH APR. Genoa, M'illes, L'pool & G'gow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TYNDAREUS" 13TH APR. } Victoria, Seattle & Vancouver.
"PROTESILAUS" 4TH MAY }
"TEUCER" 25TH MAY }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"LAERTES" 27TH MAR. via Suez.

HOMEWARD PASSENGER SERVICE

"IDOMENEUS" 13TH APR. for Liverpool.
"PYRRHUS" 3RD MAY, for London.
"ANCHISES" 21ST JUNE for London.
"TEIRESIAS 7TH JULY for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE, AGENTS.

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ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital ... ... U.S. $4,000,000
Surplus and Undivided Profits ... ... U.S. $1,489,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

BRANCHES:
CANTON HANKOW MANILA TIENTSIN
CHANGSHA PEKING SINGAPORE

D. M. BIGGAR, Manager.

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香港中華總商會報
HONGKONG CHINESE COMMERCIAL NEWS,
Incorporated with the
CHUNG NGOI SUN PO
(Chinese *Daily Press*)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE

Terms for Advertising (Translation fee) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street London, or from the different Agents.

Documents translated from or into Classical Colloquial Chinese.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, [Manager.

Hongkong, July 7th, 1919. [80

COMMERCIAL.

OPENING QUOTATIONS.

March 22nd.

ON LONDON.—	
Telegraphic Transfer	2/5
Bank Bills, on demand	2/5⅛
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months' sight	2/5⅛
Credits, at 4 months' sight	2/6
Documentary Bills, 4 months' sight	2/7⅛
ON PARIS.—	
Bank Bills, on demand	675
Credits, 4 months' sight	735
ON NEW YORK.—	
Bank Bills, on demand	47⅞
Credits, at 60 days' sight	50⅛
ON BOMBAY.—	
Telegraphic Transfer	—
Bank Bills, on demand	184
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank Bills, on demand	184
ON SHANGHAI.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	97
ON MANILA.—On demand—Pesos	107
ON SINGAPORE.—On demand	104⅛
ON BATAVIA—On demand	135⅛
ON HAIPHONG.—On demand	nom.
On SAIGON.—On demand	—
ON BANGKOK.—On demand	86⅞
SOVEREIGNS, Bank's Buying Rate	$8.00 n.
GOLD LEAF 100 fine, per tael	$51.40
BAR SILVER per oz.	33⅛d.

	Per cent.
Hongkong ...10 cents piece	$0.09 Premium.
Hongkong 20 "	0.10 Discount.
Canton ...20 "	14.40 "
Canton ...10 "	0.00 "

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920. [9

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital $60,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 7,796,023.00

HEAD OFFICE—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEI, Manager.

Hongkong, February 7th, 1921. 73

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital £2,000,000
Reserve Fund £3,500,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, February 23rd 1921. [50

BANQUE INDUSTRIELLE DE CHINE. (FRENCH BANK).

Subscribed Capital ... ... Frs. 150,000,000
Paid Up Capital ... ... F. 75,000,000
Reserve Funds ... ... F. 60,000,000
Deposits ... ... F. 835,000,000
The Chinese Government Owns one-third of the Capital.

Chairman of the Board of Directors ... André Berthelot
General Manager ... A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinanfu	Pnom-Penh
Dunkerque,	Batavia	

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker-National Bank.
Correspondents in the Chief Commercial Centres of the World.

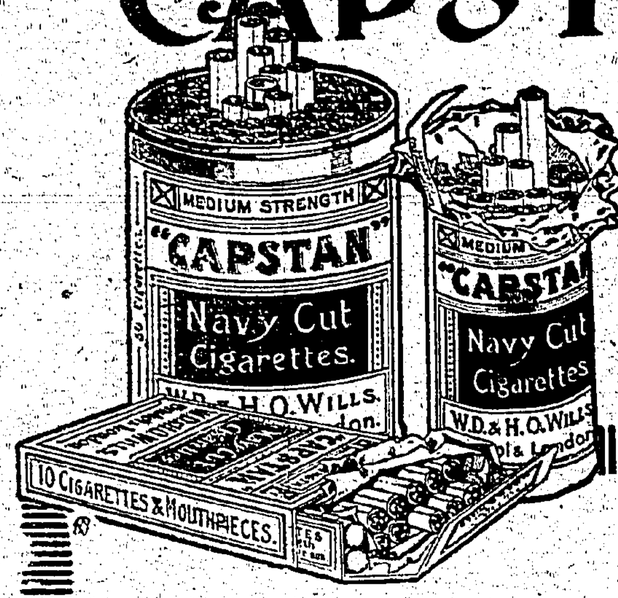
Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTARGIS, Manager.

Hongkong, January 20th 1921. 51

"CAPSTAN"



Navy Cut Cigarettes

"CAPSTAN" Tobacco for the Pipe

THE STANDARD OF QUALITY

AND

THE CIGARETTE FOR THE CONNOISSEUR.

Sold by all Tobacconists.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.
Paid-up Capital $15,000,000
Reserve Funds—
Sterling £2,500,000
Silver $21,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. EDKINS, Esq.—Chairman.
G. M. DODWELL, Esq.—Deputy Chairman.
A. H. Compton, Esq. | A. C. Lang, Esq.
A. S. Gubbay, Esq. | Hon. Mr. E. V. D. Parr.
Hon. Mr. P. H. Holyoak | W. L. Pattenden, Esq.
Hon. Mr. J. Johnstone | J. A. Plummer, Esq.

Chief Manager:
A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.
Acting Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, February 26th, 1921. [8

THE BANK OF TAIWAN, Limited.
(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... ... Yen 60,000,000
Capital (Paid-up) ... ... ,, 45,000,000
Reserve Funds ... ... ,, 9,630,000

HEAD OFFICE—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tobyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

HONGKONG BRANCH,
3, Des Voeux Road Central,
Hongkong, September 1st, 1920. [41

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

Chief Manager ... Mr. L. S. HOLUM.
Asst. Manager ... Mr. K. T. WONG.
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.
Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.

L. S. HOLUM, Chief Manager.

Hongkong, October 2nd, 1920. [119

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.
PAID-UP CAPITAL $2,000,000.00
RESERVE FUND 500,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shak,
Mr. Ng Chang Lak, Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kan Tung Po,
Asst. Manager ... Mr. Li Tse Fong

BRANCHES & AGENCIES:—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO, Chief Manager.

Hongkong, October 1st, 1920. 81

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,050,000

Bankers:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Acting Manager.

7, Queen's Road Central,
Hongkong, June 30th, 1920. [4

BANQUE DE L'INDO-CHINE.
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ... Frs. 72,000,000.00
Paid up Capital ... ... Frs. 63,400,000.00
Reserves Funds ... ... Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Touraine
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS,
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd. Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT, Acting Manager.

Hongkong, November 1st, 1920. [64

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